

SECTION IV

Financial Plan

SECTION IV

FINANCIAL PLAN

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Overview

As a federally designated Metropolitan Planning Organization (MPO), SCAG is required to adopt a Transportation Improvement Program (TIP) for the six county region comprising Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties—also referred to as SCAG’s Regional Transportation Improvement Program (RTIP). The RTIP must include a financial plan that complies with federal financial constraint requirements. In non-attainment and maintenance areas, the financial plan must limit the programming of projects for the first two years of the RTIP to those for which funds are *available or committed* (23 CFR 450.324(e)). Revenues may be *reasonably available* in the third year of the RTIP to support programming levels for that year. In accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e), SCAG’s 2008 RTIP demonstrates financial constraint by identifying all transportation revenues including local, state, and federal sources available to meet the region’s programming totals.

The policy boards of the region’s county transportation commissions and the Imperial Valley Association of Governments (IVAG) have approved their respective programs and committed necessary funds to implement the projects listed in the 2008 RTIP. SCAG has received final resolutions from each of the county transportation commissions and IVAG certifying financial constraint (see Attachment B). Additionally, the 2008 RTIP is consistent with the adopted 2008 RTP (May 8, 2008) as required by the California Government Code, Section 65080.

SCAG’s 2008 RTIP utilizes the 2008 State Transportation Improvement Program (STIP) Fund Estimate, adopted by the California Transportation Commission on October 24, 2007. Additionally, programming levels for the Regional Surface Transportation Program (RSTP) and the Congestion Mitigation Air Quality (CMAQ) program are based on estimated distribution of funds provided by the California Department of Transportation (Caltrans) to MPOs. In addition to state and federal funded projects, the 2008 RTIP includes local projects that are regionally significant and may require federal approval, regardless of funding source. Local funding sources associated with these projects are identified as well. Consistent with federal guidelines, the 2008 RTIP revenues and programming estimates are expressed in year-of-expenditure (or nominal) dollars.

Financial Capacity

2008 RTIP SOURCES AND USES OF FUNDS

The following financial capacity assessment for the 2008 RTIP shows that programming totals do not exceed projected revenues for the SCAG region. The 2008 RTIP demonstrates financial constraint by year, limiting programming of projects in the first two years to those for which funds are available or committed. Additionally, revenues are reasonably available in the third year of the 2008 RTIP, consistent with programmed levels for that year.

Local, state, and federal funding shares are presented below in Figures 1 and 2. Total funds programmed for the SCAG region’s 2008 RTIP is \$24.5 billion. Local funds comprise 47 percent of total dollars programmed in the 2008 RTIP, state funds 31 percent and federal funds 22 percent. Uses of funds in the 2008 RTIP by modal category show that state highway projects total 54 percent of funds programmed, transit projects 24 percent and local road projects 22 percent.

Figure 1
Summary of 2008 RTIP by Funding Source
(in 000's)

| | <i>Federal</i> | <i>State</i> | <i>Local</i> | <i>Total</i> |
|-------------------|-----------------------|---------------------|---------------------|---------------------|
| 2008/09 | 1,853,332 | 3,234,507 | 3,144,182 | 8,232,021 |
| 2009/10 | 1,081,697 | 1,487,053 | 2,312,455 | 4,881,205 |
| 2010/11 | 816,606 | 2,058,536 | 1,972,855 | 4,847,997 |
| 2011/12 | 647,846 | 662,783 | 1,007,234 | 2,317,863 |
| 2012/13 | 683,274 | 189,379 | 2,097,764 | 2,970,417 |
| 2013/14 | 244,279 | 45,671 | 973,534 | 1,263,484 |
| Total | 5,327,034 | 7,677,929 | 11,508,024 | 24,512,987 |
| % of Total | 22% | 31% | 47% | 100% |

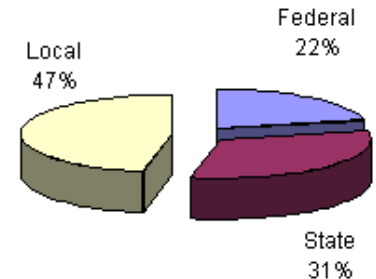
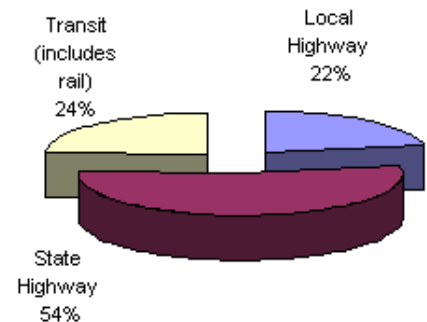


Figure 2
Summary of 2008 RTIP by All Programs
(in 000's)

| | <i>Local Highway</i> | <i>State Highway</i> | <i>Transit (includes rail)</i> | <i>Total</i> |
|-------------------|-----------------------------|-----------------------------|---------------------------------------|---------------------|
| 2008/09 | 1,417,671 | 4,691,521 | 2,122,829 | 8,232,021 |
| 2009/10 | 1,037,537 | 2,320,211 | 1,523,457 | 4,881,205 |
| 2010/11 | 1,096,330 | 3,069,298 | 682,369 | 4,847,997 |
| 2011/12 | 544,497 | 1,066,492 | 706,874 | 2,317,863 |
| 2012/13 | 930,992 | 1,553,273 | 486,152 | 2,970,417 |
| 2013/14 | 415,084 | 429,315 | 419,085 | 1,263,484 |
| Total | 5,442,111 | 13,130,110 | 5,940,766 | 24,512,987 |
| % of Total | 22% | 54% | 24% | 100% |



Additional details on revenue sources and uses are presented in the tables located in Attachment D. There are a total of three tables in Attachment D including a table showing revenue estimates for the first four years of the RTIP (FY2008/09 – FY2011/12); a corresponding table showing programmed totals; and a final table comparing revenue estimates to the programmed totals.

Financial Condition

The 2008 RTIP relies on the financial forecasting model developed by SCAG for the region's 2008 Regional Transportation Plan (RTP)—the long range plan for the six-county SCAG region. The policies and investment strategies of SCAG's 2008 RTP set the framework for the 2008 RTIP. Further, the financial plan for the 2008 RTP provides a basis for identifying how much money is available to support the region's surface transportation investments.

The financial plan identifies all existing local, state, and federal transportation revenues that are committed, available, and reasonably available. The region has successfully secured the necessary resources to support transportation investments proposed in past planning cycles and this financial plan continues to incorporate recent milestones in realizing additional sources of funds for transportation investments. Since 2002, three counties within the SCAG region (Riverside, San Bernardino, and Orange) reauthorized their local sales tax measures with overwhelming voter approval. More recently, the general electorate of California approved Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, which provides \$19.9 billion in infrastructure bonds for transportation improvements throughout the state. Additional legislative gains include the protection of Proposition 42 revenues (sales tax on gasoline) for transportation purposes with the passage of Proposition 1A.

In developing the region's financial plan, SCAG assessed the region's growth trends and economic outlook, stability of revenue streams, debt management policies, and commitments to maintaining and operating the region's transportation system. The following discussion highlights these critical areas.

GROWTH TRENDS

General economic as well as demographic trends and conditions directly impact transportation revenues in the SCAG region. The growth trends described in this section were integrated into SCAG's financial forecasting efforts.

Population and Employment Growth

The SCAG region is the second most populated metropolitan area in the United States. By July 1, 2007, the region's population had reached 18.6 million residents, a 12 percent increase (2 million more people) from just seven years ago. Population growth since the 2000 Census is attributable to natural increase (births minus deaths) and net foreign immigration (people who move to this region from foreign countries minus those who move away to foreign countries). According to California Department of Finance (DOF) estimates, nearly 80 percent of population growth (between 2000 and 2007) occurred in the age group of 36 years old or older.

Los Angeles County accounted for 41 percent of the region's growth over the last seven years, adding 813,000 residents, while Riverside and San Bernardino Counties together added 804,000 residents. In terms of relative growth, the Inland Empire and Imperial Valley are the fastest growing areas in the region. Riverside County grew by 40 percent, San Bernardino County by 19 percent and Imperial County by 22 percent. Nearly 46 percent of the region's growth occurred in areas outside of Los Angeles and Orange Counties. Los Angeles and Orange Counties were the slowest growing counties—only 9 percent increase for each of these counties during the same period (between 2000 and 2007).

In 2006, the region's total employment was estimated to be nearly 8 million, growing by 500,000 jobs (7 percent) from 2000. The region's economy is robust in terms of the number and type of jobs available to residents, with unemployment rate at an historic low of 4.6 percent in 2006.

Income

Income is one of the most important indicators of economic well-being in the region. In 1999, per capita income of the region was approximately \$21,000. By 2006, per capita income grew to \$25,000, an increase of 20 percent. After adjusting for inflation, per capita income has declined from 1999 to 2006 by 5.7 percent. Over the last three decades, the region's per capita income ranking dropped from the 4th highest in 1969 to 7th in 1989 and 16th in 1999. The region continued to rank last in terms of per capita income amongst the 17 largest metropolitan regions in the nation in 2005.

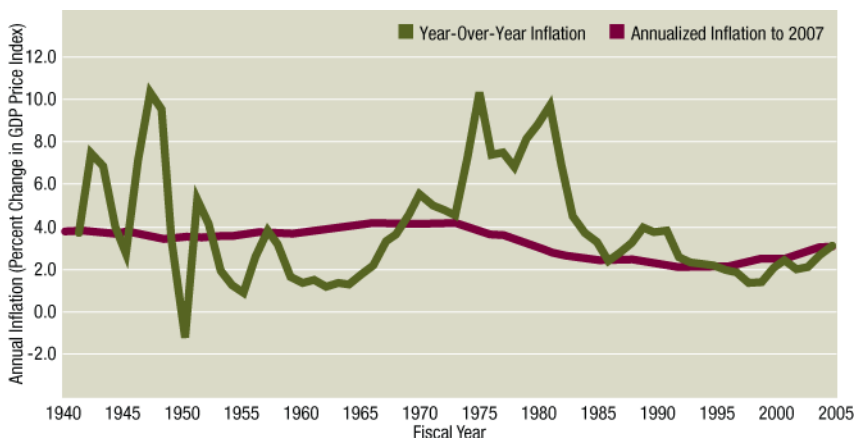
ECONOMIC OUTLOOK

Overall economic conditions play a large role in determining the level of revenues available for transportation. Although it is difficult to predict the future, SCAG's financial model takes a conservative approach in forecasting revenues. The approach includes maintaining historical growth trends for key revenue sources, including locally generated sales tax revenues as well as both state and federal gas tax revenues.

Inflation

The effect of inflation can be significant, causing both costs and revenues to be higher in nominal dollar terms. Figure 3 shows inflation trends since World War II as measured by the Gross Domestic Product (GDP) Price Deflator. Inflation has varied considerably over the long term, but has trended between 2 and 4 percent, as illustrated by the red line. In recent years, inflation has increased. SCAG's revenue model utilizes historical inflation trends as measured by the GDP Price Deflator – an approach consistent with that used by the Federal Office of Management and Budget in preparing the Budget of the United States Government. On the basis of this information, a 3.8-percent inflation rate is used to adjust revenue model data to nominal dollars (year-of-expenditure dollars).

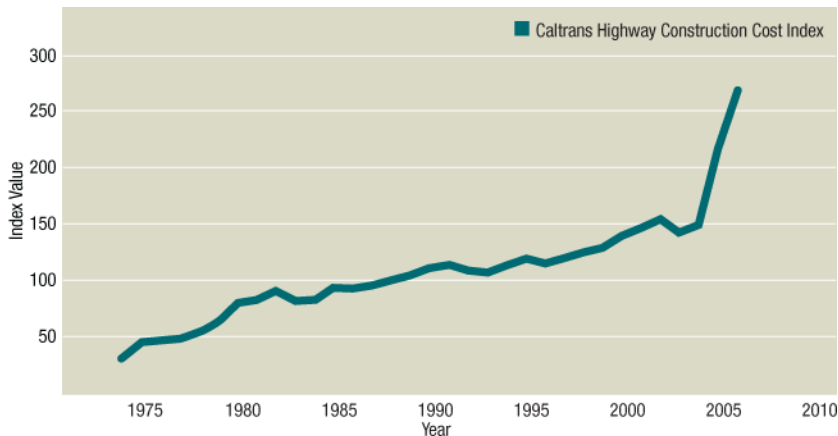
FIGURE 3 HISTORICAL INFLATION TRENDS



Source: Office of Management and Budget, Budget of the United States Government, Fiscal Year 2008 Budget (FY08).

Construction Cost Increases

While revenues can be eroded by inflation, construction costs in California and the nation have escalated considerably over the last four years. This has been a major impediment to delivering transportation projects. The recent, large increase in construction costs is due to a variety of factors, including a building boom and higher demand for commodities in developing countries, especially China with construction for the 2008 Olympics. Figure 4 shows the increase in California highway construction costs. It is unlikely that costs will continue to increase at a rapid rate in the future. The increase over the last few years is unprecedented. The financial plan uses a 5.3-percent annual inflation factor to estimate future, nominal costs.

FIGURE 4 HIGHWAY PROJECT COSTS

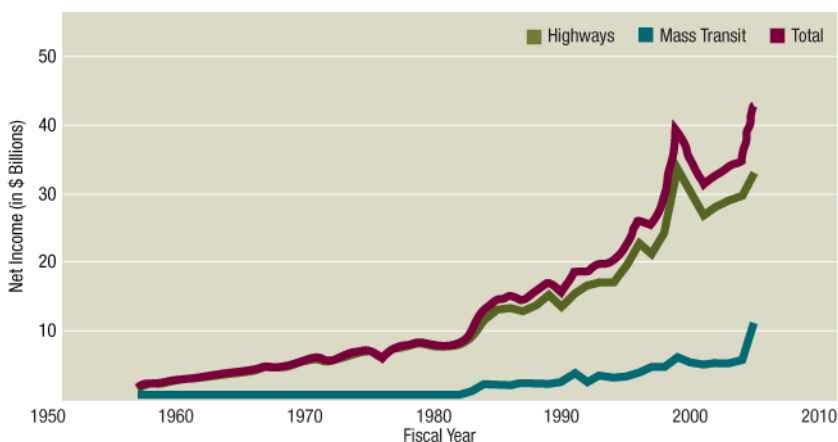
Source: California Department of Transportation

Retail Sales Growth

Available land, population increases, and new retail locations are the biggest contributors to growth in retail sales. According to statistics from the California Board of Equalization, retail sales grew by 2.3 percent in the SCAG region from FY1978 to FY2004, a period roughly equal in length to the 2008 RTP. Growth was uneven, ranging from 1.3 percent in Los Angeles County to 5.5 percent in Riverside County. The financial plan assumes that uneven growth will continue with retail sales growth ranging from 1.2 to 4.7 percent.

Status of the Federal Highway Trust Fund

The Federal Highway Trust Fund provides federal highway and transit funding from a nationally imposed 18.3-cent per gallon gasoline tax¹. The Federal Highway Trust Fund has grown by 3.4 percent annually due to historical increases in fuel consumption, but recently a larger share is being devoted to transit as shown in Figure 5.

FIGURE 5 STATUS OF THE FEDERAL HIGHWAY TRUST FUND

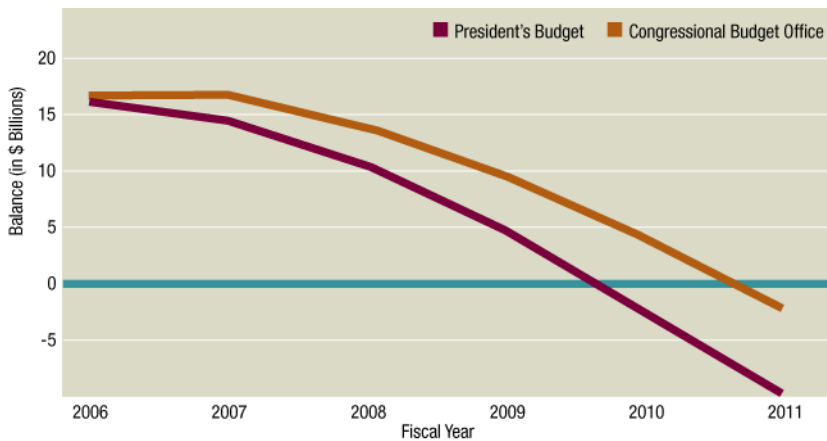
Source: Federal Highway Administration, Federal Highway Statistics 2005

¹ The federal gasoline excise tax is 18.4-cent per gallon. However, only 18.3-cent is deposited into the HTF (15.44-cent for the Highway Account and 2.86-cent for the Mass Transit Account). The additional 0.1-cent is deposited into the Leaking Underground Storage Tank Trust Fund.



Many public officials and transportation professionals have become concerned about the health of the Federal Highway Trust Fund, as expenditures authorized under Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) have outstripped revenues generated by the tax. Figure 6 shows a chart from a recent General Accountability Office (GAO) analysis of Federal Highway Trust Fund forecasts. Congressional leadership has shown concern over the problem and SCAG's financial forecasting model assumes that Congress will take action to ensure that the Highway Trust Fund maintains current funding levels.

FIGURE 6 CURRENT HIGHWAY TRUST FUND YEAR-END BALANCE ESTIMATES

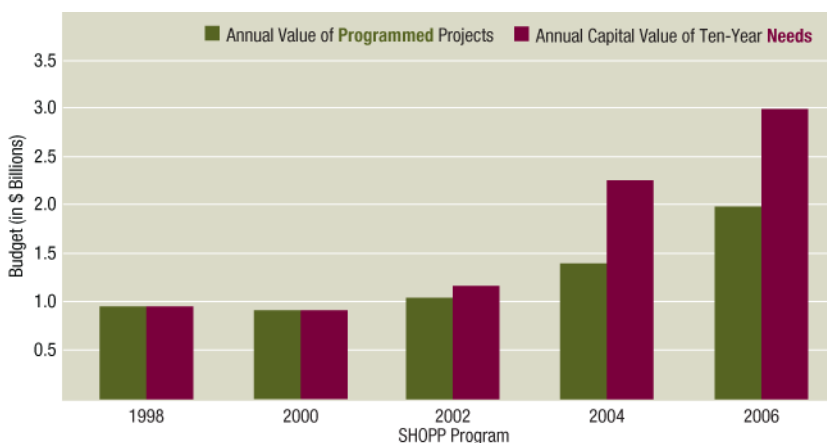


United States Government Accountability Office, Highway Trust Fund: Overview of Highway Trust Fund Estimates, GAO Testimony Before the Subcommittee on Highways, Transit, and Pipelines, Committee on Transportation and Infrastructure, GAO-06-572T

Status of the State Highway Account

The viability of the State Highway Account remains a critical issue. The state's gasoline tax revenues are now exclusively dedicated to funding the State Highway Operation and Protection Program (SHOPP). As shown in Figure 7, previous levels of funding have been considerably less than actual needs. Continued under-investment in the rehabilitation and maintenance needs of the state highway system has serious ramifications—rapidly increasing the number of distressed lane-miles on the state highway system and eroding the condition of the state's bridges.

FIGURE 7 STATE HIGHWAY OPERATION AND PROTECTION PROGRAM



Source: California Department of Transportation, 2007 Ten-Year SHOPP Plan

Statewide, the 2007 Ten-Year SHOPP Plan identifies \$4.2 billion in annual needs, while the fiscally constrained funding plan for the next four years totals only \$1.9 billion annually.

Operating and Maintaining the Region's Transportation System

A core component of the region's system management strategy is protecting our investment in the current transportation infrastructure. The region has invested billions of dollars in developing its multi-modal transportation system and must protect these investments for current and future generations. In accordance with federal guidance on fiscal constraint, the SCAG region addresses system level operation and maintenance needs in addition to estimating costs associated with capital expansion projects in both the RTP and the RTIP.

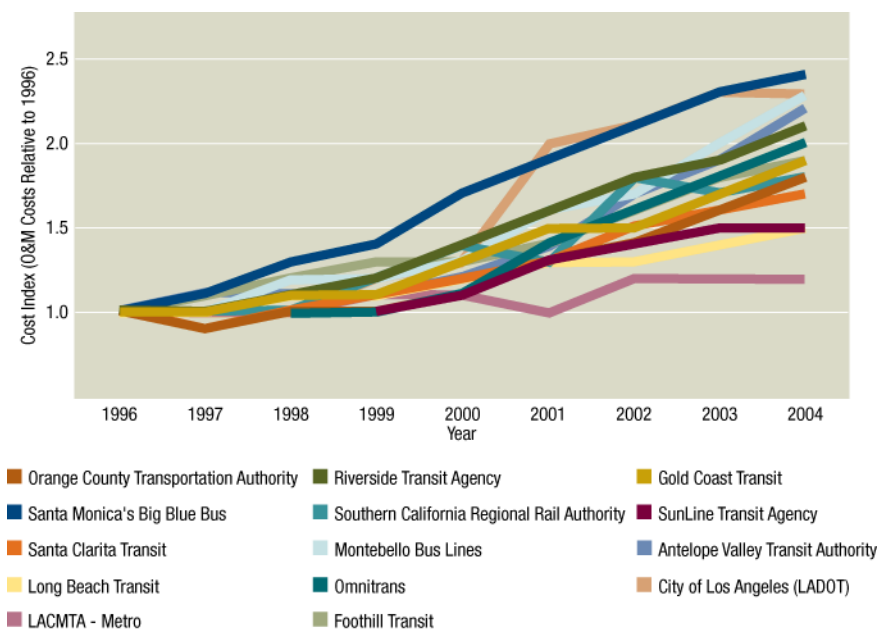
HIGHWAY AND REGIONAL ARTERIAL SYSTEM O&M COSTS

As a part of the region's commitment to preserving existing transportation assets, costs associated with operating and maintaining both the state highway and regional arterial systems are reflected in SCAG's financial forecasting model. SCAG's 2008 RTP identifies a total of \$51.6 billion in costs (through the year 2035) to operate and maintain the region's state highway and arterial systems. SCAG recognizes the importance of obtaining additional funding to fully realize this level of investment. As such, SCAG continues to maintain the importance of adjusting the state gas tax to maintain historical purchasing power.

TRANSIT O&M COSTS

Future transit O&M costs are difficult to predict because they depend on a variety of factors, such as future revenue-miles of service, labor contracts, and the age of rolling stock. The addition of new transit service and capital projects can add to ongoing O&M costs. Over the last decade, these O&M costs grew 1 to 10 percent annually depending on the transit operator (see Figure 8). Some of the differences in O&M growth are due to rapid expansion among the newer operators and outsourcing among the older operators.

FIGURE 8 GROWTH IN TRANSIT OPERATING AND MAINTENANCE COSTS



Source: SCAG Analysis of National Transit Database Statistics

In SCAG's financial forecasting model, transit O&M costs are estimated based upon historical increases:

- The regional average increase (4 percent) is used for most operators. This assumes that some of the extraordinary increases for individual operators due to rapid expansion will not continue into the future.
- For Los Angeles County, the financial plan relies on detailed forecasts from the county transportation commission. These forecasts are consistent with historical data and take into account large shifts in O&M costs due to major capital projects.
- Through the year 2035, \$164.4 billion in transit operating and maintenance costs are identified in the 2008 RTP financial forecast.

Debt Management Policies

The local county transportation commissions in the SCAG region issue both short- and long-term debt on an as-needed basis. Primarily secured by local sales tax programs, long-term debt has been issued to fund a portion of the capital development costs of transportation systems throughout the region where doing so is cost-effective, fiscally prudent, and enhances the ability to facilitate project delivery. Short-term debt instruments have included commercial paper, tax and revenue as well as grant anticipation notes to provide interim cash for projects. In the SCAG region, general policies in the sale and management of debt have been to issue bonds subject to debt limitations; to maintain strong debt service coverage requirements; to obtain the highest possible credit ratings and the lowest cost of borrowing; as well as to minimize risk exposure. There are specific limitations by each local county transportation commission as to the amount of debt that can be incurred at any time:

- Riverside County Transportation Commission (RCTC) limits its outstanding bond debt to \$525 million under the 1989 Measure A and \$500 million under the 2009 Measure A. As of June 30, 2007, RCTC had \$65 million in outstanding sales tax revenue bonds. RCTC maintains an overall "AA+" rating from Standard & Poor's (S&P) and an "Aa2" rating from Moody's Investors Service (Moody's). In September 2006, S&P upgraded RCTC's rating to "AA+" based on a revision to S&P's U.S. public finance special tax criteria. The sales tax revenue bonds are amongst the highest-rated transportation bonds in the nation. In March 2005, RCTC established a \$185 million commercial paper program to provide advance funding for 2009 Measure A capital projects. The commercial paper notes are rated "A1+" by S&P and "P1" by Moody's. As of June 30, 2007, RCTC had \$80 million in outstanding commercial paper notes. The commercial paper notes are expected to be refinanced with the issuance of long-term debt secured by sales taxes from the 2009 Measure A.²
- As of June 30, 2007, Orange County Transportation Authority's (OCTA) outstanding debt consisting of bonds, commercial paper notes, certificates of participation, and capital leases, totaled \$508 million, net of unamortized amounts. The current portion of this debt totals \$79 million. Final maturity of the Measure M Sales Tax Revenue Bonds is scheduled for 2011, when the current Measure M sales tax program expires. OCTA refinanced the taxable bonds assumed in the 91 Express Lanes purchase with tax-exempt bonds in November 2003. Final maturity date on these bonds is December 2030. Final maturity for the transit certificates of participation is scheduled for July 2007.³
- The Los Angeles County Metropolitan Transportation Authority's (LACMTA) outstanding debt (both long-term and commercial paper notes) totals \$3.6 billion as of August 2007. Of this total, Proposition A and C Sales Tax Revenue Bonds total \$3 billion. Debt affordability targets and policy limits are set as a percentage of revenues used to pay debt service in categories of allowable uses.⁴

² RCTC Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007

³ OCTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007

⁴ LACMTA Comprehensive Annual Financial Report, Fiscal Year Ended June 30, 2007; also, LACMTA debt policy and program



- As of June 30, 2007, San Bernardino Associated Governments (SANBAG) had outstanding debt totaling \$107 million. These sales tax revenue bonds are backed by the full faith and credit of SANBAG's Measure I Transactions and Use Tax. SANBAG continues to be well under the \$500 million indebtedness limit as set by Ordinance 89-1, Measure I Transaction.⁵

Conclusion

The financial conditions presented provide the overall context for the 2008 RTIP. Incorporating the analytical framework presented in this section to better gauge the region's financial capacity, the Regional Funding and Expenditure Tables in Attachment D reflect a comprehensive investment package consistent with the region's long-term transportation vision as delineated in the adopted 2008 RTP. Further, the 2008 RTIP for the SCAG region is financial constrained in accordance with 23 U.S. Code Section 134(h) and 23 CFR Section 450.324(e). All programming totals are consistent with projected revenues. The policy boards of the region's county transportation commissions and Imperial Valley Association of Governments (IVAG) have approved their respective programs and committed funds to implement the projects listed in the 2008 RTIP. County resolutions are included in Attachment B to demonstrate financial commitment to these projects. Additional documentation is provided in the following supplementary attachment section.

Attachment A

Funding Sources

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|------------------|---|--------------------|
| 1112 | RECREATIONAL TRAILS | FEDERAL |
| 2006EAR | FFY 2006 APPROPRIATIONS EARMARKS | FEDERAL |
| 5207 | INTELLIGENT TRANS SYS | FEDERAL |
| 5307 | FTA 5307 UZA FORMULAR | FTA |
| 5307-OP | FTA 5307-OPERATING | FTA |
| 5308 | CLEAN FUEL FORMULA | FTA |
| 5309a | FTA 5309(a) GUIDEWY | FTA |
| 5309b | FTA 5309(b) NEW RAIL | FTA |
| 5309c | FTA 5309(c) BUS | FTA |
| 5310 | FTA 5310 ELDERLY AND DISABLED TRANSIT PROGRAM | FTA |
| 5311 | FTA 5311 NON-URBANIZED AREA | FTA |
| 5311 PR | FTA 5311 NON URBANIZED AREA - PRIOR OBLIGATION | FTA |
| 5311-B3 | RURAL TRANSIT ASSISTANCE PROGRAM | FEDERAL |
| 5311-C | PUBLIC TRANSPORTATION ON INDIAN RESERVATIONS | FEDERAL |
| 5313 | STATE PLANNING AND RESEARCH | FTA |
| 5316 | FTA 5316 JOB ACCESS PROGRAM | FTA |
| 5317 | FTA 5317 NEW FREEDOM PROGRAM | FTA |
| 5339 | ALTERNATIVES ANALYSIS PROGRAM | FEDERAL |
| 5340 | GROWING STATES AND HIGH DENSITY STATES FORMULA | FEDERAL |
| 5394 | ROGAN HR5394 | FEDERAL |
| AB2766 | STATE AB2766 | STATE |
| ADCONST | LOCAL - ADVANCED CONSTRUCTION | LOCAL |
| AGENCY | AGENCY | LOCAL |
| AIR | AIR BOARD | LOCAL |
| AMTRAK | AMTRAK | FEDERAL |
| BENEFIT | BENEFIT ASSESS DIST | LOCAL |
| BIA | BUREAU OF INDIAN AFFAIRS | FEDERAL |
| BOND-SH | SHOPP AUGMENTATION | STATE |
| BONDL | BONDS - LOCAL | LOCAL |
| BR-LOCS | BRIDGE LOCAL SEISMIC | FEDERAL |
| CBIP | FHWA CORRIDORS AND BORDERS PROGRAM | FEDERAL |
| CITY | CITY FUNDS | LOCAL |
| CMAQ | CONGESTION MITIGATION & AIR QUALITY IMPROVEMENT PROGRAM | FEDERAL |
| CMAQ-AC | CMAQ-ADVANCE CONSTRUCTION | FEDERAL |
| CMIA | CORRIDOR MOBILITY IMPROVEMENT ACCOUNT | STATE |
| CMOYER | CARL MOYER FUNDS | STATE |
| CO | COUNTY | LOCAL |

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|-----------|---|-------------|
| DBR | BRIDGE DISCRETIONARY - REPLACEMENT/REHABILITATION | FEDERAL |
| DEMISTE | DEMO - ISTE A | FEDERAL |
| DEMO | DEMO-PRE ISTE A | FEDERAL |
| DEMOACE | DEMO - SAFETEA LU ACE | FEDERAL |
| DEMOTL | DEMO - SAFETEA-LU | FEDERAL |
| DEMOT21 | DEMO - TEA 21 | FEDERAL |
| DEV FEE | DEVELOPER FEES | LOCAL |
| DOC | DEPARTMENT OF COMMERCE | FEDERAL |
| DOD | DEPARTMENT OF DEFENSE FUNDS | FEDERAL |
| DS-NG-G | GARVEE DEBT SERVICE | STATE |
| DS-NH-G | GARVEE DEBT SERVICE PAYMENT | LOCAL |
| EDA | ECONOMIC DEVELOPMENT ADMINISTRATION GRANT | FEDERAL |
| ER-LOC | EMERGENCY RELIEF - LOCAL | FEDERAL |
| ER-S | EMERGENCY RELIEF - STATE | STATE |
| ERVUMF | EASTERN RIVERSIDE - TRANSPORTATION UNIFORM MITIGATION FEE | LOCAL |
| FARE | FARE REVENUE | LOCAL |
| FEE | FEE | LOCAL |
| FEMA | FEDERAL EMERGENCY MANAGEMENT AGENCY | FEDERAL |
| FLH | FEDERAL LANDS HIGHWAY | FEDERAL |
| GEN | GENERAL FUNDS | LOCAL |
| GRV-NH | GARVEE-NATIONAL HIGHWAY SYSTEM | LOCAL |
| GRV-NH1 | GARVEE-NAT'L HWY INTERREGIONAL IMPROVEMENT PROGRAM | LOCAL |
| GRV-NHR | GARVEE-NAT'L HWY REGIONAL IMPROVEMENT PROGRAM | LOCAL |
| GRV-SH | GARVEE BOND FINANCING | STATE |
| GRV-STI | GARVEE-SURFACE TRANSPORTATION PROGRAM-IIP | LOCAL |
| GRV-STP | GARVEE-SURFACE TRANSPORTATION PROGRAM | LOCAL |
| GRV-STR | GARVEE-SURFACE TRANSPORTATION PROGRAM-RIP | LOCAL |
| HBRR-L | BRIDGE - LOCAL | FEDERAL |
| HBRR-S | BRIDGE - STATE HIGHWAY OPERATION AND PROTECTION PROGRAM | FEDERAL |
| HPP-ACC | ADVANCED CONSTRUCTION CONVERSION | FEDERAL |
| HRRRP | HIGH RISK RURAL ROAD PROGRAM | FEDERAL |
| HSIP | HIGHWAY SAFETY IMPROVEMENT PROGRAM | FEDERAL |
| HUD | HOUSING AND URBAN DEVELOPMENT | FEDERAL |
| I | INTERSTATE | FEDERAL |
| IBRC | INNOVATIVE BRIDGE RESEARCH AND CONSTRUCTION PROGRAM | FEDERAL |
| IM | INTERSTATE MAINTENANCE | FEDERAL |
| IM -EAR | INTERSTATE MAINTENANCE - EARMARK | FEDERAL |

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|------------------|---|--------------------|
| IM-4818 | INTERSTATE MAINT. HR4818 | FEDERAL |
| IM-IIP | INTERSTATE MAINTENANCE - IIP | FEDERAL |
| IM-RIP | INTERSTATE MAINTENANCE - RIP | FEDERAL |
| IM-SHOP | INTERSTATE MAINTENANCE - SHOPP | FEDERAL |
| IS | INTERSTATE SUBSTITUTE | FEDERAL |
| LBSRA | LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT | STATE |
| LOC-AC | LOCAL ADVANCE CONSTRUCTION | LOCAL |
| LSRCRTS | LOCAL STREET AND ROAD, CONGESTION | STATE |
| LTF | LOCAL TRANSPORTATION FUNDS | LOCAL |
| MELLO | MELLO ROOS | LOCAL |
| NCIIP | NAT'L CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM | FEDERAL |
| NH | NATIONAL HIGHWAY SYSTEM | FEDERAL |
| NH-GIIP | NATIONAL HIGHWAY SYSTEM - GRANDFATHER IIP | FEDERAL |
| NH-GRIP | NATIONAL HIGHWAY SYSTEM - GRANDFATHER RIP | FEDERAL |
| NH-IIP | NATIONAL HIGHWAY SYSTEM - IIP | FEDERAL |
| NH-RIP | NATIONAL HIGHWAY SYSTEM - RIP | FEDERAL |
| NH-SHOP | NATIONAL HIGHWAY SYSTEM - SHOPP | FEDERAL |
| NSBP | NATIONAL SCENIC BYWAYS PROGRAM | FEDERAL |
| OES | OFFICE OF EMERGENCY SERVICES | STATE |
| ORA-BCK | ORANGE M - TURNBACK | LOCAL |
| ORA-FWY | ORANGE M - FREEWAY | LOCAL |
| ORA-GMA | ORANGE M - GMA | LOCAL |
| ORA-IIP | ORANGE M - IIP | LOCAL |
| ORA-PAH | ORANGE M - MPAH | LOCAL |
| ORA-RIP | ORANGE M - REG I/C | LOCAL |
| ORA-SIP | ORANGE M - SIGNALS | LOCAL |
| ORA-SSP | ORANGE M - SMARTST | LOCAL |
| ORA-TDM | ORANGE M - TDM | LOCAL |
| ORA-TRN | ORANGE M - TRANSIT | LOCAL |
| ORAFWY2 | ORANGE M2 - FREEWAY | LOCAL |
| ORAM2RC | ORANGE CO. MEASURE M2 - REGIONAL CAPACITY | LOCAL |
| ORAM2SS | ORANGE CO. MEASURE M2 - SIGNAL SYNCHRONIZATION | LOCAL |
| ORAM2TR | ORANGE CO. MEASURE M2 - TRANSIT | LOCAL |
| P-TAX | PROPERTY TAX | LOCAL |
| P116 | PROP 116 | STATE |
| PC10 | PROP "C10" FUNDS | LOCAL |
| PC20 | PROP "C20" FUNDS | LOCAL |

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|-----------|---|-------------|
| PC25 | PROP "C25" FUNDS | LOCAL |
| PC40 | PROP C"40" FUNDS | LOCAL |
| PC5 | PROP "C5" FUNDS | LOCAL |
| PLH | PUBLIC LAND HWYS | FEDERAL |
| PNRS | PROJECTS OF NATIONAL AND REGIONAL SIGNIFICANCE | FEDERAL |
| PNRSAC | ADV CONSTR. PROJECTS OF NAT'L AND REG'L SIGNIFICANCE | LOCAL |
| PORT | PORT FUNDS | LOCAL |
| PROPA | PROP "A" FUNDS | LOCAL |
| PROPALR | PROP "A" LOCAL RETURN | LOCAL |
| PTA | PUBLIC TRANSIT ACCT | STATE |
| PTA-IIP | PUBLIC TRANSIT ACCT - IIP | STATE |
| PTA-PRI | PUBLIC TRANSIT ACCT - PRIOR STIP | STATE |
| PTA-RIP | PUBLIC TRANSIT ACCOUNT - RIP | STATE |
| PTMISEA | PUBLIC TRANS MODERINAZATION IMP AND SERV. ENHANCEMENT ACCT. | STATE |
| PVT | PRIVATE FUNDS | LOCAL |
| RED | REDEVELOPMENT FUNDS | LOCAL |
| RSTP-AC | REGIONAL SURFACE TRANSPORTATION PROGRAM - ADV. CONSTR. | FEDERAL |
| S-PARK | STATE PARK FUNDS | STATE |
| SC3090 | STATE CASH (AB 3090) | STATE |
| SEC112 | SECTION 112 | FEDERAL |
| SEC115 | SECTION 115 | FEDERAL |
| SEC117 | SECTION 117 | FEDERAL |
| SEC330 | SECTION 330 | FEDERAL |
| SHOPPAC | STATE HIGHWAY OPERATION & PROTECTION PRGRM - ADV. CONS. | STATE |
| SLP | STATE LOCAL PARTNER | STATE |
| SRTS | SAFE ROUTE TO SCHOOLS (PRE SAFETEA-LU) | FEDERAL |
| SR2S | SAFE ROUTE TO SCHOOLS (SR2S) | STATE |
| ST-CASH | STATE CASH | STATE |
| ST-SPR | PARTNERSHIP PLANNING GRANT | STATE |
| STA | STATE TRANSIT ASSISTANCE | STATE |
| STA-1B | STATE TRANSIT ASSISTANCE - PROPOSITION 1B FUNDS | STATE |
| STA-BLA | STATE BIKE LANE ACCOUNT | STATE |
| STA-PUC | STATE - PUBLIC UTILITIES COMMISSION | STATE |
| STAL-S | STATE LEGISLATION - STATE | STATE |
| STCASGI | STATE CASH - GRANDFATHERED IIP | STATE |
| STCASH3 | STATE CASH - AB 3090 | STATE |
| STCASHg | STATE CASH - GRANDFATHERED RIP | STATE |
| STCASHI | STATE CASH - IIP | STATE |

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|-----------|---|-------------|
| STCASHP | STATE CASH - PRIOR STATE TRANSP. IMPROVEMENT PROGRAM | STATE |
| STCASHR | STATE CASH - RIP | STATE |
| STCASHS | STATE CASH- SHOPP | STATE |
| STCRSP | STATE CASH - PRIOR RETROFIT SOUNDWALL PROGRAM | STATE |
| STIPPRI | STATE TRANSPORTATION IMPROVEMENT PROGRAM - PRIOR | STATE |
| STP | SURFACE TRANSPORTATION PROGRAM | FEDERAL |
| STP-GI | SURFACE TRANSPORTATION PPROGRAM -GRANDFATHER IIP | FEDERAL |
| STP-GR | SURFACE TRANSPORTATION PPROGRAM -GRANDFATHER RIP | FEDERAL |
| STP-IIP | SURFACE TRANSPORTATION PPROGRAM - IIP | FEDERAL |
| STP-RIP | SURFACE TRANSPORTATION PPROGRAM - RIP | FEDERAL |
| STP4818 | SURFACE TRANSPORTATION PROGRAM - HR4818 | FEDERAL |
| STPE | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT | FEDERAL |
| STPE-I | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - IIP TEA | FEDERAL |
| STPE-L | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - LOCAL TEA | FEDERAL |
| STPE-P | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - PRIOR STIP | FEDERAL |
| STPE-PR | STP ENHANCEMENT - PRIOR RIP TEA | FEDERAL |
| STPE-R | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - RIP TEA | FEDERAL |
| STPE-S | SURFACE TRANSPORTATION PROGRAM ENHANCEMENT - SHOPP TEA | FEDERAL |
| STPG-L | SURFACE TRANSPORTATION PROGRAM - SAFETY LOCAL | FEDERAL |
| STPIIP3 | SURFACE TRANSPORTATION PROGRAM - IIP AB 3090 | FEDERAL |
| STPL | SURFACE TRANSPORTATION PROGRAM - LOCAL | FEDERAL |
| STPL-R | SURFACE TRANSPORTATION PROGRAM - LOCAL - REGIONAL | FEDERAL |
| STPR-L | SURFACE TRANSPORTATION PROGRAM - RAILROAD LOCAL | FEDERAL |
| STPR-S | SURFACE TRANSPORTATION PROGRAM - RAILROAD STATE | FEDERAL |
| STPRIP3 | SURFACE TRANSPORTATION PROGRAM - RIP AB3090 | FEDERAL |
| STPSHOP | SURFACE TRANSPORTATION PROGRAM - SHOPP | FEDERAL |
| TCIF | TRADE CORRIDOR PROGRAM | STATE |
| TCRF | TRAFFIC CONGESTION RELIEF | STATE |
| TCSPPP | TRANSPORTATION/COMMUNITY SYSTEMS PRESERV. PILOT PROG. | FEDERAL |
| TDA | TRANSPORTATION DEVELOPMENT ACT | LOCAL |
| TDA3 | TRANSPORTATION DEVELOPMENT ACT - ARTICLE #3 | LOCAL |
| TDA4 | TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4 | LOCAL |
| TDA4.5 | TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4.5 | LOCAL |
| TDA4/8 | TRANSPORTATION DEVELOPMENT ACT - ARTICLE #4 AND #8 | LOCAL |
| TDA8 | TRANSPORTATION DEVELOPMENT ACT - ARTICLE #8 | LOCAL |
| TPD | TRANSPORTATION PLANNING AND DEVELOPMENT | STATE |
| TRA FEE | TRAFFIC IMPACT FEES | LOCAL |

FUND SOURCE LISTING

| FUND TYPE | DESCRIPTION | FUND SOURCE |
|------------------|---|--------------------|
| UNIV | STATE UNIVERSITY | STATE |
| WRVTUMF | WESTERN RIVERSIDE - TRANSPORTATION UNIFORM MITIGATION FEE | LOCAL |
| XORA | MEASURE M - ORANGE COUNTY | LOCAL |
| XRIV | RIVERSIDE COUNTY SALES TAX | LOCAL |
| XSBD | SAN BERNARDINO COUNTY - MEASURE I | LOCAL |

Attachment B

County Resolutions

**IMPERIAL VALLEY
ASSOCIATION OF GOVERNMENTS**

940 MAIN STREET, SUITE 208
EL CENTRO, CA 92243-2875
PHONE: (760) 482-4290
FAX: (760) 352-7876
EMAIL: ivag@imperialcounty.net

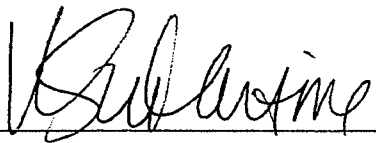
REGIONAL COUNCIL

(Minute Order Number (12.1207.1.6))

The IVAG Regional Council at its regular meeting on Wednesday, December 12, 2007 took the following action regarding the **Regional Transportation Improvement Program (RTIP) FY 2008-09 to FY 2013-14:**

- a. Adopt the recommended 2008 RTIP
- b. Authorize the Chairman to sign the resolution
- c. Authorize staff to submit the documentation to SCAG and CALTRANS for inclusion in the regional 2008 RTIP.

I, Kathi Williams, Secretary to the Imperial Valley Association of Governments, certify that this is a true copy of actions taken on the 12th day of December 2007, by the IVAG Regional Council.



KATHI S. WILLIAMS
ADMINISTRATIVE ANALYST/ SECRETARY

1 **RESOLUTION OF THE IMPERIAL VALLEY ASSOCIATION OF**
2 **GOVERNMENTS (IVAG) WHICH APPROVES THE RESOURCES**
3 **TO FUND THE PROJECTS IN THE FY 2008/09-2013/14 REGIONAL**
4 **TRANSPORTATION IMPROVEMENT PROGRAM AND REAFFIRMS**
5 **ITS COMMITMENT TO ALL OF THE PROJECTS IN THE PROGRAM.**

6 **WHEREAS**, the Safe, Accountable, Flexible and Efficient Transportation Equity Act: A
7 Legacy For Users (SAFETEA-LU) requires the Southern California Association of
8 Governments (SCAG) to adopt a Regional Transportation Improvement Program (RTIP) for the
9 metropolitan planning area; and

10 **WHEREAS**, the SAFTEA-LU also requires that the Regional Transportation
11 Improvement Program include a financial plan that demonstrates how the Regional
12 Transportation Improvement Program can be implemented; and

13 **WHEREAS**, the region of Imperial County is located within the metropolitan planning
14 boundaries of SCAG; and

15 **WHEREAS**, The Imperial Valley Association of Governments (IVAG) was formed
16 March, 1973 by and between the County of Imperial and the Cities of Brawley, Calexico,
17 Calipatria, El Centro, Holtville, Imperial and Westmorland, to provide a regional governing
18 council; and

19 **WHEREAS**, IVAG is the responsible agency for short-range transportation, capital,
20 service planning and programming, and the development of the IVAG Regional Transportation
21 Improvement Program, including all projects utilizing federal and state, highway and transit
22 funds; and

23 **WHEREAS**, IVAG must determine on an annual basis, the total amount of funds that
24 are available for transportation projects within its boundaries; and

25 **WHEREAS**, IVAG has adopted the criteria for apportionment of the funds; and

26 **WHEREAS**, IVAG has developed and adopted the Regional Transportation
27
28

1 Improvement Program (RTIP); FY 2008/09 – 2013/14, with funding for fiscal years FY 2008/09
2 and FY 2009/10 available and committed, and reasonably committed for fiscal years FY
3 2010/11 through FY 2013/14 for programming and to allow environmental work on approved
4 projects to proceed.

5
6 **THEREFORE, BE IT RESOLVED** that IVAG affirms its continuing commitment to
7 the projects in the FY 2008/09-2013/14 Regional Transportation Improvement Program; and

8 **BE IT FURTHER RESOLVED** that the IVAG financial plan identifies the resources
9 that are reasonably expected to be made available to carry out the program and certifies that:

- 10 1. The Regional Improvement Program projects in the FY 2008/09 – 2013/14
11 IVAG TIP are consistent with the proposed 2008 State Transportation
12 Improvement Program scheduled to be approved by the California
13 Transportation Commission in April 2008; and
14
15 2. IVAG has the funding in its county Surface Transportation Program and
16 Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all
17 of the projects in the FFY 2008/09 – 2013/14 IVAG TIP; and
18
19 3. The local match for projects funded with federal STP and CMAQ program funds
20 is identified in the RTIP.
21
22 4. All the Federal Transit Administration (FTA) funded projects are programmed
23 within SAFETEA-LU Guaranteed Funding levels.

24 **PASSED AND ADOPTED** at a regular meeting of the Imperial Valley Association of
25 Governments, held on the day of December 12, 2007.

26 IMPERIAL VALLEY ASSOCIATION OF GOVERNMENTS

27 BY: _____

28 Regional Council Chairperson



**RESOLUTION CERTIFYING THAT THE LOS ANGELES COUNTY
METROPOLITAN TRANSPORTATION AUTHORITY HAS RESOURCES TO
FUND PROJECTS IN FFY 2008-09 – 2013-14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS
IN THE PROGRAM**

WHEREAS, Los Angeles County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Los Angeles County Metropolitan Transportation Authority (Metro) is the agency responsible for short-range capital and service planning and programming for the Los Angeles County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, Metro is responsible for the development of the Los Angeles County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, Metro must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, Metro has adopted the Federal Fiscal Year (FFY) 2008-09 – 2013-14 Los Angeles County TIP with funding for FFY 2008-09 and 2009-10 available and committed, and reasonably committed for FFY 2010-11 through 2013-14.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Los Angeles County Metropolitan Transportation Authority that it affirms its continuing commitment to the projects in the FFY 2008-09 – 2013-14 Los Angeles County TIP; and

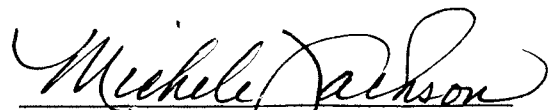
BE IT FURTHER RESOLVED, that the FFY 2008-09 – 2013-14 Los Angeles County TIP Financial Plan identifies the resources that are available and committed

in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FFY2008-09 – 2013-14 Los Angeles County TIP are consistent with the proposed 2008 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2008;
2. Los Angeles County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Improvement Program (CMAQ) allocations to fund all of the projects in the FFY 2008-09 – 2013-14 Los Angeles County TIP; and
3. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP.
4. All Federal Transit Administration-funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

CERTIFICATION

The undersigned, duly qualified and serving as Secretary of the Los Angeles County Metropolitan Transportation Authority, certifies that the forgoing is a true and correct representation of a Resolution adopted at a legally convened meeting of the Board of Directors of the Los Angeles County Metropolitan Transportation Authority held on November 29, 2007.


MICHELE JACKSON
Metro Board Secretary

DATED:

(SEAL)

**RESOLUTION NO. 2008-06 OF THE BOARD OF DIRECTORS
OF THE ORANGE COUNTY TRANSPORTATION AUTHORITY**

FISCAL YEAR 2008-09 – FISCAL YEAR 2013-14

TRANSPORTATION IMPROVEMENT PROGRAM

THIS RESOLUTION CERTIFIES THAT THE ORANGE COUNTY TRANSPORTATION AUTHORITY AND OTHER RESPONSIBLE AGENCIES HAVE THE RESOURCES TO FUND THE PROJECTS IN FISCAL YEAR 2008-09 THROUGH 2013-14 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRM THE COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS IN THE PROGRAM.

WHEREAS, Orange County is located within the metropolitan planning boundaries of the Southern California Association of Governments (hereinafter referred to as "SCAG"); and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a Regional Transportation Improvement Program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the Regional Transportation Improvement Program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Orange County Transportation Authority (hereinafter referred to as the "Authority") is the agency responsible for short-range capital and service planning and programming for the Orange County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Authority is responsible for the development of the Orange County Regional Transportation Improvement Program, including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Authority must determine on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Authority has adopted the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program with funding for fiscal year 2008-09 and 2009-10, available and committed, and reasonably committed for fiscal year 2008-09 through 2013-14;

NOW, THEREFORE, BE IT RESOLVED by the Authority that it affirms its continuing commitment to the projects in the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED that the fiscal year 2008-09 through 2013-14 Orange County Regional Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. All the Regional Improvement Program projects in the fiscal year 2008-09 through 2013-14 Authority TIP are consistent with the 2008 State Transportation Improvement Program, scheduled to be approved by the California Transportation Commission in April 2008; and
2. Orange County has the funding capacity in its County Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all identified projects in the fiscal year 2008-09 through 2013-14 Authority TIP; and
3. The local match for projects funded with the federal Surface Transportation Program and Congestion Mitigation and Air Quality Program have been identified in the RTIP.
4. All of the Federal Transit Administration funded projects are programmed within SAFETEA-LU guaranteed funding levels.

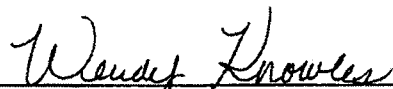
ADOPTED, SIGNED, AND APPROVED this 28 day of January, 2008.

AYES: Chairman Norby, Vice Chairman Buffa, Directors Amante, Bates, Brown, Campbell, Cavecche, Dixon, Glaab, Green, Mansoor, Moorlach, Nguyen, Pringle, Pulido, Rosen, and Winterbottom

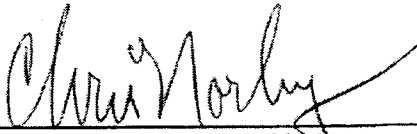
NOES: None

ABSENT:

ATTEST:



Wendy Knowles
Clerk of the Board



Chairman Norby
Orange County Transportation Authority

RESOLUTION 08-009

RESOLUTION OF THE RIVERSIDE COUNTY TRANSPORTATION COMMISSION
CERTIFYING THAT RIVERSIDE COUNTY HAS RESOURCES TO FUND PROJECTS
IN FISCAL YEARS 2008/09 THROUGH 2013/14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMING COMMITMENT TO IMPLEMENT ALL PROJECTS IN
THE PROGRAM

WHEREAS, Riverside County is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Riverside County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Riverside County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the RCTC is responsible for developing the Riverside County Transportation Improvement Program (TIP), including all projects utilizing federal and state highway and transit funds; and

WHEREAS, the Riverside County Transportation Commission (RCTC) must determine annually the total amount of funds that may be available for transportation projects within its boundaries; and

WHEREAS, the Riverside County Transportation Commission (RCTC) has adopted the FY 2008/09 through FY 2013-2014 Riverside County TIP for FY 2008/09 through FY 2011/12 for funding purposes and has adopted the TIP for FY 2012/13 through FY 2013/14 for programming purposes and to allow environmental work on approved projects to proceed.

WHEREAS, the RCTC has programmed the FY 2008/09 – FY 2013/14 in year of expenditure dollars; and

NOW, THEREFORE, BE IT RESOLVED by the Riverside County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2008/09 through FY 2013/14 Riverside County TIP; and

BE IT FURTHER RESOLVED, that the FY 2008/09 through FY 2013/14 Riverside County TIP Financial Plan identifies the resources which may be reasonably expected to be made available to carry out the program, and that the RCTC certifies to the following:

- 1 The projects in the FY 2008/09 through FY 2013/14 Riverside County TIP remain the highest priority for funding by the RCTC,
- 2 All projects in the State Highways component of the FY 2008/09 through FY 2013/14 Riverside County TIP have been included in the County's projects for inclusion in the 2008 State Transportation Improvement Program (STIP) that is scheduled to be approved by the California Transportation Commission in April 2006, and as requested by state laws and amended by SB45,
- 3 All projects in the State Highways component of the FY 2008/09 through FY 2013/14 Riverside County TIP have complete funding for each programming phase identified in the Federal State Transportation Improvement Program (FSTIP),
- 4 Riverside County has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ) program allocations to fund all of the projects in the FY 2008/09 through FY 2013/14 Riverside County TIP,
- 5 Local Matching funds for projects financed with federal STP and CMAQ Program funding have been identified in the Financial Plan, and
- 6 All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding Levels.

APPROVED AND ADOPTED by the Riverside County Transportation Commission at its meeting on Wednesday, February 13, 2008

BY:


Jeff Stone, Chair

Riverside County Transportation Commission

ATTEST:

BY:


Jennifer Harmon

Clerk of the Board

RESOLUTION NO. 08-008

*2008 RTIP (Regional Transportation Improvement Program)

A RESOLUTION OF THE SAN BERNARDINO COUNTY TRANSPORTATION COMMISSION (SANBAG) CERTIFIES THAT SAN BERNARDINO COUNTY HAS THE RESOURCES TO FUND THE PROJECTS SUBMITTED FOR INCLUSION IN THE FY 2008/2009-2013-2014 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMING ITS COMMITMENT TO IMPLEMENT ALL OF THE PROJECTS SUBMITTED IN THE PROGRAM

WHEREAS, San Bernardino County is located with the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act; A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, The SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, San Bernardino County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the San Bernardino County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the San Bernardino County Transportation Commission is responsible for the development of the San Bernardino County Transportation Improvement Program, including all projects within its boundaries; and

WHEREAS, San Bernardino County Transportation Commission has programmed the FFY 2008/09 – 2013/14 in year of expenditure dollars; and

*

*Approved
Board of Directors*

Date: June 4, 2008

Moved: Jahn

Second: Cortes

In Favor: 25 Opposed: 0 Abstained: 0

Witnessed:

Anna Alderson

WHEREAS, San Bernardino County Transportation Commission has adopted the FFY 2008/09-2013/14 San Bernardino County Transportation Improvement Program with funding for FFY 2008/09 and 2009/10 available and committed, and reasonably committed for FFY2010/11 through 2013/14; and

NOW, THEREFORE, BE IT RESOLVED, that the San Bernardino County Transportation Commission (SANBAG) that it affirms its continuing commitment to the projects in the FFY 2008/09-2013/14 SANBAG Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2008/09-2013/14 SANBAG TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Transportation Improvement Program projects in the FFY 2008/09-2013/14 San Bernardino County Transportation Commissions TIP scheduled to be approved by the California Transportation Commission on April 2008; and
2. All of the projects in the SANBAG TIP have complete funding identified in the Program.
3. San Bernardino County Transportation Commission has the funding capacity in its county Surface Transportation Program (STP) and Congestion Mitigation and Air Quality Program (CMAQ) allocation to fund all of the projects in the FFY2008/09-2013/14 SANBAG TIP; and
4. The local match for projects funded with federal STP and CMAQ programs is identified in the RTIP; and
5. All of Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

RESOLUTION NO. 2008-01

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH
CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES
TO FUND THE PROJECTS IN THE FY 2008/09-2013/14 TRANSPORTATION IMPROVEMENT
PROGRAM AND AFFIRMS ITS COMMITMENT TO
IMPLEMENT ALL OF PROJECTS IN THE PROGRAM**

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the SAFETEA-LU also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FY 2008/09-2013/14 Ventura County Transportation Improvement Program for fiscal years 2008/09 and 2009/10 available and committed, and reasonably committed for fiscal years 2010/11 through 2013/14.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FY 2008/09-2013/14 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FY 2008/09-2013/14 Ventura County Transportation Improvement Program Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. The Regional Improvement Program projects in the FY 2008/09 – 2013/14 Ventura County TIP are in the proposed 2008 State Transportation Improvement Program that is scheduled to be approved by the California Transportation Commission in April 2008; and

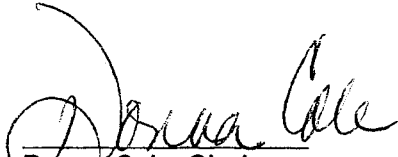
2. All of the projects in the Ventura County TIP have complete funding identified; and
3. Ventura County has the funding capacity in its county Surface Transportation Program and Congestion Mitigation and Air Quality Program allocation to fund all of the projects in the FY 2008/09 – 2013/14 Ventura County TIP; and
4. The local match for projects funded with federal STP and CMAQ program funds is identified in the RTIP; and
5. All the Federal Transit Administration funded projects are programmed within SAFETEA-LU Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this eleventh day of January, 2008.



Joe DeVito, Chair

ATTEST:



Donna Cole, Clerk

Attachment C

Transit Operator Financial Data

LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY

Financial Data for FY 2009¹

¹ Proposed FY 2009 Budget, LACMTA



Los Angeles County Metropolitan Transportation Authority

Proposed FY09 Budget

Funding and Expense/Expenditure Summaries
Summary of Funding by Source

| \$ (Dollars in millions) | FY05 Actual | | FY06 Actual | | FY07 Actual | | FY08 Budget | | FY09 Proposed | |
|--------------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Sales Tax ⁽¹⁾ | 1587.5 | 60.4% | 1440.7 | 56.1% | 1763.7 | 64.7% | 1927.2 | 61.4% | 2188.3 | 64.9% |
| Federal, State, & Local Grants | 488.5 | 18.6% | 702.8 | 27.4% | 509.7 | 18.7% | 676.6 | 21.5% | 749.6 | 22.2% |
| Passenger Fares & Advertising | 284.2 | 10.8% | 297.8 | 11.6% | 304.5 | 11.2% | 341.1 | 10.9% | 349.7 | 10.4% |
| Net Proceeds from Financing | 185.6 | 7.1% | 42.6 | 1.7% | 93.2 | 3.4% | 96.6 | 3.1% | 27.7 | 0.8% |
| Other ⁽²⁾ | 80.8 | 3.1% | 85.3 | 3.3% | 53.8 | 2.0% | 99.1 | 3.2% | 54.9 | 1.6% |
| Total Funding | 2626.6 | 100.0% | 2569.2 | 100.0% | 2724.9 | 100.0% | 3140.6 | 100.0% | 3370.2 | 100.0% |

Summary of Expenses/Expenditures by Program

| (\$ in millions) | FY05 Actual | | FY06 Actual | | FY07 Actual | | FY08 Budget | | FY09 Proposed | |
|---|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| Countywide Bus | | | | | | | | | | |
| Metro Bus | | | | | | | | | | |
| Operating | 780.0 | 29.7% | 839.5 | 32.8% | 894.9 | 32.8% | 928.2 | 29.6% | 967.1 | 28.7% |
| Capital | 178.2 | 6.8% | 151.4 | 5.9% | 154.9 | 5.7% | 211.1 | 6.7% | 214.6 | 6.4% |
| Bus Rapid Transit | 119.8 | 4.6% | 27.6 | 1.1% | 14.6 | 0.5% | 11.4 | 0.4% | 9.2 | 0.3% |
| Metro Bus Subtotal | 1078.0 | 41.0% | 1018.5 | 39.8% | 1064.4 | 39.1% | 1150.7 | 36.6% | 1190.9 | 35.3% |
| Municipal Operator and Paratransit Programs | 260.4 | 9.9% | 242.2 | 9.5% | 280.9 | 10.3% | 257.2 | 8.2% | 325.9 | 9.7% |
| Countywide Bus Subtotal | 1338.4 | 51.0% | 1260.7 | 49.3% | 1345.3 | 49.4% | 1407.9 | 44.8% | 1516.8 | 45.0% |
| Countywide Rail | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Metro Rail | | 0.0% | | 0.0% | | 0.0% | | 0.0% | | 0.0% |
| Operating | 207.2 | 7.9% | 214.0 | 8.4% | 228.1 | 8.4% | 238.2 | 7.6% | 248.9 | 7.4% |
| Capital | 22.5 | 0.9% | 35.4 | 1.4% | 11.2 | 0.4% | 28.0 | 0.9% | 39.2 | 1.2% |
| Rail Rehabilitation | 0.0 | 0.0% | 0.0 | 0.0% | 0.0 | 0.0% | 1.0 | 0.0% | 48.5 | 1.4% |
| Rail Construction | 48.1 | 1.8% | 26.5 | 1.0% | 19.7 | 0.7% | 42.5 | 1.4% | 56.1 | 1.7% |
| LRT-Eastside/Expo | 190.3 | 7.2% | 156.3 | 6.1% | 230.1 | 8.4% | 360.2 | 11.5% | 323.4 | 9.6% |
| Metro Rail Subtotal | 468.1 | 17.8% | 432.2 | 16.9% | 489.1 | 17.9% | 669.9 | 21.3% | 716.1 | 21.2% |
| Metrolink | 42.1 | 1.6% | 45.5 | 1.8% | 44.2 | 1.6% | 58.5 | 1.9% | 65.4 | 1.9% |
| Countywide Rail Subtotal | 510.2 | 19.4% | 477.7 | 18.7% | 533.3 | 19.6% | 728.4 | 23.2% | 781.5 | 23.2% |
| Sales tax return to local jurisdictions | 280.7 | 10.7% | 288.3 | 11.3% | 295.9 | 10.9% | 301.6 | 9.6% | 304.4 | 9.0% |
| Streets and Highways | 138.7 | 5.3% | 191.7 | 7.5% | 179.0 | 6.6% | 303.5 | 9.7% | 329.8 | 9.8% |
| Debt Service ⁽³⁾ | 286.9 | 10.9% | 287.6 | 11.2% | 312.3 | 11.5% | 308.5 | 9.8% | 321.0 | 9.5% |
| Other Governmental ⁽⁴⁾ | 71.8 | 2.7% | 52.8 | 2.1% | 59.2 | 2.2% | 90.6 | 2.9% | 116.7 | 3.5% |
| Total Expenditures | 2626.7 | 100.0% | 2558.8 | 100.0% | 2725.0 | 100.0% | 3140.5 | 100.0% | 3370.2 | 100.0% |

⁽¹⁾ Sales tax revenues include the use of carryover balances.

⁽²⁾ Includes CNG fuel credits, lease revenue, and other General Fund components plus Benefit Assessment District (BAD) resources

⁽³⁾ Includes principal liability payments and

⁽⁴⁾ General Fund Others, General Fund Property Management, Rideshare Service, & Regional EZ Pass.

Note: Totals may not add due to rounding.

Source: LACMTA Proposed FY09 Budget, http://www.metro.net/about_us/finance/pdf/Proposed_FY09_Budget.pdf

Los Angeles County Metropolitan Transportation Authority

Proposed FY09 Budget

Enterprise Fund

(Amounts in millions)

| | Bus Rapid Transit | | | Bus | | | Light Rail | | | Heavy Rail | | | Non-Modal Regional | | | Total | | |
|---|-------------------|-------------|---------------|-------------|-------------|---------------|-------------|-------------|---------------|-------------|-------------|---------------|--------------------|-------------|---------------|-------------|-------------|---------------|
| | FY07 Actual | FY08 Budget | FY09 Proposed | FY07 Actual | FY08 Budget | FY09 Proposed | FY07 Actual | FY08 Budget | FY09 Proposed | FY07 Actual | FY08 Budget | FY09 Proposed | FY07 Actual | FY08 Budget | FY09 Proposed | FY07 Actual | FY08 Budget | FY09 Proposed |
| Enterprises Fund by Mode | | | | | | | | | | | | | | | | | | |
| Operating revenues: | | | | | | | | | | | | | | | | | | |
| Passenger fares | 3.3 | 4.4 | 4.4 | 238.4 | 261.4 | 265.4 | 20.8 | 27.3 | 27.7 | 23.7 | 28.4 | 28 | 0 | 0 | 0 | 268.2 | 321.5 | 326.4 |
| Route subsidies | 0 | 0 | 0 | 0.3 | 0.3 | 0.3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.3 | 0.3 | 0 |
| Advertising | 0 | 0 | 0 | 17.8 | 17.8 | 20.7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 19.3 | 23.3 |
| Total Operating revenues | 3.3 | 4.4 | 4.4 | 256.5 | 280.7 | 286.1 | 20.8 | 27.3 | 27.7 | 23.8 | 28.4 | 28 | 0 | 0 | 0 | 304.5 | 341.1 | 349.7 |
| Operating expenses, excluding depreciation: | 17.8 | 22.5 | 23.3 | 874.3 | 901.4 | 930.5 | 142.5 | 148.1 | 150.5 | 85.6 | 85.3 | 92.4 | 2.7 | 4.2 | 4.3 | 1123 | 1165.6 | 1216 |
| Operating loss | (14.6) | (18.1) | (18.4) | (617.8) | (620.7) | (653.4) | (121.6) | (121.8) | (126.8) | (61.8) | (60.6) | (61.3) | (2.7) | (4.2) | (4.3) | (818.5) | (825.5) | (866.3) |
| Operating subsidies and grants (other expenses) | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | 0.0 |
| Local operating grants | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| State operating grants | 12.3 | 13.7 | 4.7 | 123.8 | 139.9 | 148.1 | 30.3 | 27.2 | 36.1 | 18.7 | 19.2 | 24.6 | 0.0 | 0.0 | 0.0 | 185.1 | 200.0 | 213.4 |
| Federal operating grants | 0.0 | 0.0 | 0.0 | 11.8 | 0.5 | 0.5 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.5 | 0.0 | 11.8 | 0.5 | 0.5 |
| Interest revenues | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net (decline) in fair value of investments | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Debt (expense) | 0.0 | 0.0 | 0.0 | (7.1) | (14.1) | (14.0) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | (7.1) | (14.1) | (14.0) |
| Gain (loss) on disposition of fixed assets | 0.0 | 0.0 | 0.0 | 1.3 | 3.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 1.3 | 3.0 | 0.0 |
| Other revenue | 0.0 | 0.0 | 0.0 | 5.8 | 2.8 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | 0.1 | 0.0 | 0.0 | 0.0 | 5.9 | 2.7 | 2.2 |
| Total operating subsidies and grants (other expenses) | 12.3 | 13.7 | 4.7 | 135.8 | 131.0 | 136.7 | 30.3 | 27.2 | 36.1 | 18.7 | 19.3 | 24.7 | 0.0 | 0.0 | 0.0 | 197.1 | 192.1 | 202.1 |
| Gain (loss) before debt and capital items | (2.3) | (4.4) | (13.7) | (482.0) | (488.8) | (516.7) | (91.3) | (94.6) | (92.7) | (43.1) | (41.3) | (36.6) | (2.7) | (4.2) | (4.3) | (621.4) | (633.4) | (664.2) |
| Debt service & capital grants/contributions: | | | | | | | | | | | | | | | | | | |
| Local | | | | | | | | | | | | | | | | | | |
| Capital | 1.7 | 0.1 | 0.1 | 0.4 | 0.0 | 3.2 | 0.0 | 11.2 | 8.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2.1 | 11.3 | 11.2 |
| Debt service grants/other revenues | 0.0 | 0.0 | 0.0 | 0.0 | 0.3 | 0.3 | 0.0 | 1.7 | 1.8 | 0.0 | 0.2 | 0.2 | 0.0 | 0.0 | 0.0 | 0.0 | 2.3 | 2.2 |
| Proceeds from financing | 5.8 | 10.8 | 0.0 | 17.7 | 8.8 | 0.0 | 25.6 | 64.6 | 2.7 | 2.6 | 12.5 | 25.0 | 0.0 | 0.0 | 0.0 | 51.7 | 96.6 | 27.7 |
| State-capital | 0.0 | 0.0 | 0.0 | 0.0 | 50.0 | 10.2 | 81.7 | 214.5 | 248.4 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 81.7 | 264.5 | 266.7 |
| Federal-capital | 1.6 | 0.4 | 0.2 | 56.4 | 42.8 | 63.0 | 146.4 | 83.9 | 65.5 | 2.0 | 2.1 | 0.0 | 0.0 | 0.0 | 0.0 | 211.4 | 128.9 | 148.8 |
| Total debt service & capital grants/contributions | 9.1 | 11.4 | 0.3 | 76.5 | 101.7 | 96.7 | 256.7 | 375.6 | 326.2 | 4.6 | 14.8 | 25.2 | 0.0 | 0.0 | 0.0 | 348.9 | 503.6 | 448.6 |
| Capital program: | | | | | | | | | | | | | | | | | | |
| Operating capital and Rail Rehab | 0.0 | 0.0 | 0.0 | (154.9) | (209.4) | (214.6) | (7.0) | (17.7) | (37.8) | (4.1) | (13.1) | (50.1) | 0.0 | 0.0 | 0.0 | (186.0) | (240.2) | (302.3) |
| Major construction | (14.7) | (15.0) | (9.2) | 0.0 | 0.0 | 0.0 | (247.4) | (380.6) | (376.6) | (2.3) | (12.5) | (5.9) | 0.0 | 0.0 | 0.0 | (264.4) | (408.3) | (388.9) |
| Total capital program | (14.7) | (15.0) | (9.2) | (154.9) | (209.4) | (214.6) | (254.4) | (398.5) | (414.2) | (6.4) | (25.6) | (55.9) | 0.0 | 0.0 | 0.0 | (430.4) | (648.5) | (691.2) |
| Debt service expenses: | | | | | | | | | | | | | | | | | | |
| Interest expense | 0.0 | 0.0 | 0.0 | (11.3) | (11.9) | (12.3) | (99.0) | (99.5) | (104.3) | (34.2) | (34.7) | (35.9) | 0.0 | 0.0 | 0.0 | (144.5) | (149.2) | (152.5) |
| Principal payments ⁽¹⁾ | (1.0) | 0.0 | 0.0 | (54.5) | (12.0) | (12.0) | (69.0) | (80.3) | (64.8) | (16.8) | (28.9) | (30.3) | 0.0 | 0.0 | 0.0 | (132.3) | (121.2) | (127.1) |
| Services | 0.0 | 0.0 | 0.0 | (6.3) | (9.3) | (9.3) | (1.5) | (1.5) | (1.5) | (0.8) | (0.4) | (0.3) | 0.0 | 0.0 | 0.0 | (3.8) | (2.2) | (2.2) |
| Total debt service expenses | (1.0) | 0.0 | 0.0 | (68.1) | (24.2) | (24.2) | (169.5) | (181.3) | (170.6) | (51.8) | (64.0) | (66.5) | 0.0 | 0.0 | 0.0 | (280.6) | (273.6) | (281.6) |
| Transfers in | 8.9 | 7.9 | 22.5 | 626.5 | 620.8 | 650.4 | 250.7 | 298.7 | 371.4 | 96.7 | 116.2 | 131.0 | 2.8 | 4.2 | 4.3 | 985.6 | 1047.9 | 1188.7 |
| Net surplus (deficit) | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

⁽¹⁾ Excludes deferred leases and includes non-cash transfers.
 Net Totals may not add due to rounding.
 Source: LACMTA Proposed FY09 Budget, http://www.metro.net/about_us/finance/pdf/Proposed_FY09_Budget.pdf

ORANGE COUNTY TRANSPORTATION AUTHORITY

Financial Data for FY 2009¹

¹ OCTA Business Plan, FY 2008, OCTA



Orange County Transportation Authority

Cash Flow Statement - Transit

| (millions) | 2008 | 2009 | 2010 | 2011 | 2012 |
|--|---------------|---------------|---------------|---------------|---------------|
| Beginning Balance | 192.6 | 134.4 | 108.7 | 92.4 | 61.7 |
| Cash flows from operating activities | | | | | |
| Sources of funds | | | | | |
| Sales Tax Revenue | 139.3 | 148.6 | 155.6 | 165.4 | 213.5 |
| Passenger fares | 51.3 | 58.4 | 63.7 | 65.8 | 67.5 |
| Gas Tax Exchange | 23.0 | 23.0 | 23.0 | 23.0 | 23.0 |
| Property Tax revenue | 11.0 | 11.6 | 12.3 | 13.1 | 13.8 |
| Charges for services | 0.1 | 0.1 | 0.1 | 0.1 | 0.1 |
| Contributions from Other Agencies | 0.2 | 0.2 | 0.2 | 0.2 | 0.2 |
| Miscellaneous revenues | 10.2 | 7.1 | 6.7 | 7.1 | 7.3 |
| Total Sources of funds | 235.1 | 249.0 | 261.6 | 274.7 | 325.4 |
| Cash flows from operating activities | | | | | |
| Uses of funds | | | | | |
| Salaries and benefits | 127.3 | 131.8 | 138.2 | 144.6 | 150.9 |
| Purchased transportation services | 32.9 | 35.2 | 38.4 | 42.3 | 45.3 |
| Administrative service expense | 32.9 | 32.7 | 33.3 | 34.4 | 35.5 |
| Professional services | 16.5 | 17.0 | 17.6 | 18.3 | 18.9 |
| Maintenance, parts and fuel | 34.9 | 37.7 | 39.9 | 42.5 | 44.4 |
| Other operating expense | 14.6 | 13.1 | 11.6 | 13.3 | 18.0 |
| General and administrative | 5.5 | 5.7 | 5.9 | 6.0 | 6.2 |
| Total Uses of funds | 264.6 | 273.2 | 284.9 | 301.4 | 319.2 |
| Net cash provided by operations | (29.5) | (24.2) | (23.3) | (26.7) | 6.2 |
| Cash flows from non-capital financing activities: | | | | | |
| Operating grants | 24.3 | 25.3 | 26.5 | 27.5 | 28.5 |
| Operating transfers in | 18.1 | 18.2 | 20.2 | 9.0 | 13.3 |
| Operating transfers out | (30.9) | (31.3) | (31.6) | (30.9) | (9.4) |
| Net cash provided by noncapital financing activities | 11.5 | 12.2 | 15.1 | 5.6 | 32.4 |
| Cash flows from capital and related financing activities: | | | | | |
| Capital Grants | 96.9 | 77.0 | 42.2 | 20.8 | 11.1 |
| Acquisition and construction of capital assets | (143.2) | (96.1) | (54.6) | (34.1) | (21.5) |
| Bond Proceeds | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Principal paid on COPS | (1.2) | 0.0 | 0.0 | 0.0 | 0.0 |
| Interest paid on COPS/Capital Lease | (0.2) | (0.2) | (0.2) | (0.2) | 0.0 |
| Net cash used by capital and related financing activities | (47.7) | (19.3) | (12.6) | (13.5) | (10.4) |
| Cash flows from investing activities: | | | | | |
| Interest on investments | 7.5 | 5.6 | 4.5 | 3.9 | 4.1 |
| Net cash provided by investing activities | 7.5 | 5.6 | 4.5 | 3.9 | 4.1 |
| Cash to Accrual Reconciling Items | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Net increase/decrease in cash | (58.2) | (25.7) | (16.3) | (30.7) | 32.3 |
| Available Cash | 134.4 | 108.7 | 92.4 | 61.7 | 94.0 |

Source: OCTA Business Plan, Fiscal Year 2008

Note: Totals may not add due to rounding.

RIVERSIDE TRANSIT AGENCY

Financial Data FY 2007-08 to FY 2009-2010¹

¹ Draft FY 2007-08 to FY 2009-10 Short Range Transit Plan, Riverside Transit Agency (RTA)



Riverside Transit Agency

2008-09 SRTP Request for Operating and Capital Assistance (DRAFT)*

| Operator/Project | Total | LTF | STA | Measure A* | Section 5307 - Riverside-San Bernardino | Section 5307 - Temecula-Murrieta | Section 5307 - Hemet-San Jacinto | Section 5307 - Indio-Cathedral City-Palm Springs | Section 5309 | Section 5311 | TUMF | Fuel Rebate Revenue | Fare Box | Other |
|--------------------------------------|-------------------|-------------------|------------------|----------------|---|----------------------------------|----------------------------------|--|----------------|----------------|----------------|---------------------|------------------|----------------|
| RIVERSIDE TRANSIT AGENCY | | | | | | | | | | | | | | |
| Project Description: Operating | | | | | | | | | | | | | | |
| Operating costs | 31,474,458 | 31,474,458 | | | | | | | | | | | | |
| GA SB 43/45 Pre-funding | | | | | | | | | | | | | | |
| Measure A Operating Assistance (794) | 142,000 | | | 142,000 | | | | | | | | | | |
| 5307 RSB Operating Assistance | 86,941 | | | | 86,941 | | | | | | | | | |
| 5311 Operating Assistance | 455,468 | | | | | | | | | 455,468 | | | | |
| Farebox | 8,334,666 | | | | | | | | | | | 1,000,000 | 8,334,666 | |
| Federal Excise Tax Credit | 1,000,000 | | | | | | | | | | | | | 250,000 |
| Interest Income | 250,000 | | | | | | | | | | | | | 20,000 |
| Advertising Revenue | 20,000 | | | | | | | | | | | | | 550,000 |
| Cal PERS CERBT Reimbursement | 550,000 | | | | | | | | | | | | | |
| Capitalized Preventative Maintenance | 7,392,476 | | | | 7,392,476 | | | | | | | | | |
| Capital Cost of Contracting | 4,566,464 | | | | | | | | | | | | | |
| Sub-total: Operating | 54,272,473 | 31,474,458 | 0 | 142,000 | 7,479,417 | 2,788,109 | 1,778,355 | 0 | 0 | 455,468 | 0 | 1,000,000 | 8,334,666 | 820,000 |
| Project Description: Capital | | | | | | | | | | | | | | |
| COP Debt Service | 2,032,357 | | 2,032,357 | | | | | | | | | | | |
| Capital Maintenance Spares | 1,171,951 | | 1,171,951 | | | | | | | | | | | |
| Capitalized Tire Lease | 250,791 | | 250,791 | | | | | | | | | | | |
| Replacement Revenue Vehicles | 1,303,775 | | 1,303,775 | | | | | | | | | | | |
| Refurbish (5) Trolleys | 305,000 | | 305,000 | | | | | | | | | | | |
| Expansion Revenue Vehicles | 700,375 | | 700,375 | | | | | | | | | | | |
| Replacement Support Vehicles | 53,875 | | 53,875 | | | | | | | | | | | |
| Facility Maintenance | 399,550 | | 399,550 | | | | | | | | | | | |
| Information Systems | 379,000 | | 379,000 | | | | | | | | | | | |
| Temecula Transit Center | 135,760 | | | | | | | | 108,608 | | 27,152 | | | |
| Advanced Traveler Information System | 135,850 | | | | | | | | 108,680 | | 27,170 | | | |
| Corona Transit Center | 428,750 | | | | | | | | 343,000 | | 85,750 | | | |
| Riverside Transit Center | 428,750 | | | | | | | | 343,000 | | 85,750 | | | |
| Sub-total: Capital | 7,725,784 | 0 | 6,596,674 | 0 | 0 | 0 | 0 | 0 | 903,288 | 455,468 | 225,822 | 0 | 0 | 0 |
| TOTAL | 61,998,257 | 31,474,458 | 6,596,674 | 142,000 | 7,479,417 | 2,788,109 | 1,778,355 | 0 | 903,288 | 455,468 | 225,822 | 1,000,000 | 8,334,666 | 820,000 |

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

Riverside Transit Agency

FY 2009/2010 - DRAFT

| Operator/Project | Total | LTF | STA | Measure A* | Section 5307 - Riverside-San Bernardino | Section 5307 - Temecula- Murrieta | Section 5307 - Hemet-San Jacinto | Section 5307 - Indio-Cathedral City-Palm Springs | Section 5309 | Section 5311 | TUMF | Fuel Rebate Revenue | Fare Box | Other |
|--------------------------------------|-------------------|-------------------|-------------------|----------------|---|---|--|--|----------------|----------------|---------------|------------------------|------------------|------------------|
| RIVERSIDE TRANSIT AGENCY | | | | | | | | | | | | | | |
| Project Description: Operating | | | | | | | | | | | | | | |
| Operating costs | 34,250,000 | 34,250,000 | | | | | | | | | | | | |
| GASB 43/45 Pre-funding | | | | 750,000 | | | | | | | | | | |
| Measure A Operating Assistance (794) | 750,000 | | | | | | | | | | | | | |
| 5307 RSB Operating Assistance | 7,853,387 | | | | 7,853,387 | | | | | | | | | |
| 5307 TM Operating Assistance | 2,927,514 | | | | | 2,927,514 | | | | | | | | |
| 5307 HSJ Operating Assistance | 1,867,273 | | | | | | 1,867,273 | | | | | | | |
| 5311 Operating Assistance | 500,000 | | | | | | | | 500,000 | | | | | |
| Farebox | 8,728,399 | | | | | | | | | | | | 8,728,399 | |
| Federal Excise Tax Credit | 250,000 | | | | | | | | | | | | | 250,000 |
| Interest Income | 250,000 | | | | | | | | | | | | | 250,000 |
| Advertising Revenue | 20,000 | | | | | | | | | | | | | 20,000 |
| Lease Revenue | 75,000 | | | | | | | | | | | | | 75,000 |
| Cal PERS CERBT Reimbursement | 800,000 | | | | | | | | | | | | | 800,000 |
| Capitalized Preventative Maintenance | | | | | | | | | | | | | | |
| Capital Cost of Contracting | | | | | | | | | | | | | | |
| Sub-total: Operating | 58,271,573 | 34,250,000 | | 750,000 | 7,853,387 | 2,927,514 | 1,867,273 | 0 | 0 | 500,000 | 0 | 0 | 8,728,399 | 1,395,000 |
| Project Description: Capital | | | | | | | | | | | | | | |
| COF Debt Service | 2,023,600 | | 2,023,600 | | | | | | | | | | | |
| Capital Maintenance Spares | 1,289,146 | | 1,289,146 | | | | | | | | | | | |
| Capitalized Tire Lease | 275,870 | | 275,870 | | | | | | | | | | | |
| Replacement Revenue Vehicles | 7,235,413 | | 7,235,413 | | | | | | | | | | | |
| Refurbish (5) Trolleys | | | | | | | | | | | | | | |
| Expansion Revenue Vehicles | 798,429 | | 798,429 | | | | | | | | | | | |
| Replacement Support Vehicles | 400,000 | | 400,000 | | | | | | | | | | | |
| Bus Stop Amenities | 2,410,306 | | 2,410,306 | | | | | | | | | | | |
| Facility Maintenance | 1,183,945 | | 1,183,945 | | | | | | | | | | | |
| Information Systems | 141,075 | | | | | | | | | | | | | |
| Temecula Transit Center | 141,075 | | | | | | | | 112,860 | | | 28,215 | | |
| Advanced Traveler Information System | | | | | | | | | 112,860 | | | 28,215 | | |
| Corona Transit Center | | | | | | | | | | | | 0 | | |
| Riverside Transit Center | | | | | | | | | | | | 0 | | |
| Sub-total: Capital | 15,888,859 | 0 | 15,816,709 | 0 | 0 | 0 | 0 | 0 | 225,720 | 0 | 56,430 | 0 | 0 | 0 |
| TOTAL | 74,170,432 | 34,250,000 | 15,816,709 | 750,000 | 7,853,387 | 2,927,514 | 1,867,273 | 0 | 225,720 | 500,000 | 56,430 | 0 | 8,728,399 | 1,395,000 |

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

Riverside Transit Agency

2010-11 SRTP Request for Operating and Capital Assistance (DRAFT)*

| Operator/Project | Total | LTF | STA | Measure A* | Section 5307 - Riverside-San Bernardino | Section 5307 - Temecula- Murrieta | Section 5307 - Hemet-San Jacinto | Section 5307 - Indio-Cathedral City-Palm Springs | Section 5309 | Section 5311 | TUMF | Fuel Rebate Revenue | Fare Box | Other |
|--------------------------------------|-------------------|-------------------|-------------------|------------------|---|---|--|--|----------------|----------------|----------|------------------------|------------------|----------------|
| RIVERSIDE TRANSIT AGENCY | | | | | | | | | | | | | | |
| Project Description: Operating | | | | | | | | | | | | | | |
| Operating costs | 37,171,181 | 37,171,181 | | | | | | | | | | | | |
| GASB 43/45 Pre-funding | | | | 1,000,000 | | | | | | | | | | |
| Measure A Operating Assistance (794) | | | | | | | | | | | | | | |
| 5307 RSB Operating Assistance | 8,246,057 | | | | 8,246,057 | | | | | | | | | |
| 5307 TM Operating Assistance | 3,073,890 | | | | | 3,073,890 | | | | | | | | |
| 5307 HSJ Operating Assistance | 1,960,636 | | | | | | 1,960,636 | | | 525,000 | | | | |
| 5311 Operating Assistance | 525,000 | | | | | | | | | | | | | |
| Farebox | 9,164,819 | | | | | | | | | | | | 9,164,819 | |
| Federal Excise Tax Credit | | | | | | | | | | | | | | 250,000 |
| Interest Income | 250,000 | | | | | | | | | | | | | 20,000 |
| Advertising Revenue | 20,000 | | | | | | | | | | | | | 75,000 |
| Lease Revenue | 75,000 | | | | | | | | | | | | | 650,000 |
| Cal PERS CERBT Reimbursement | | | | | | | | | | | | | | |
| Capitalized Preventative Maintenance | 650,000 | | | | | | | | | | | | | |
| Capital Cost of Contracting | | | | | | | 0 | | | | | | | |
| Sub-total: Operating | 62,136,583 | 37,171,181 | 0 | 1,000,000 | 8,246,057 | 3,073,890 | 1,960,636 | 0 | 0 | 525,000 | 0 | 0 | 9,164,819 | 995,000 |
| Project Description: Capital | | | | | | | | | | | | | | |
| COP Debt Service | 2,007,163 | | 2,007,163 | | | | | | | | | | | |
| Capital Maintenance Spares | 1,484,940 | | 1,484,940 | | | | | | | | | | | |
| Capitalized Tire Lease | 313,489 | | 313,489 | | | | | | | | | | | |
| Replacement Revenue Vehicles | 3,501,875 | | 3,501,875 | | | | | | | | | | | |
| Refurbish (5) Trolleys | | | | | | | | | | | | | | |
| Expansion Revenue Vehicles | | | | | | | | | | | | | | |
| Replacement Support Vehicles | 942,813 | | 942,813 | | | | | | | | | | | |
| Bus Stop Amenities | 400,000 | | 400,000 | | | | | | | | | | | |
| Facility Maintenance | 1,215,500 | | 1,215,500 | | | | | | | | | | | |
| Information Systems | 1,000,000 | | 1,000,000 | | | | | | | | | | | |
| Temecula Transit Center | | | | | | | | | 112,860 | | | | | |
| Advanced Traveler Information System | | | | | | | | | 112,860 | | | | | |
| Corona Transit Center | | | | | | | | | | | | | | |
| Riverside Transit Center | | | | | | | | | | | | | | |
| Sub-total: Capital | 10,845,780 | 0 | 10,845,780 | 0 | 0 | 0 | 0 | 0 | 225,720 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 72,982,363 | 37,171,181 | 10,845,780 | 1,000,000 | 8,246,057 | 3,073,890 | 1,960,636 | 0 | 225,720 | 525,000 | 0 | 0 | 9,164,819 | 995,000 |

* Pending RTA Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SUNLINE TRANSIT AGENCY

Financial Data for FY 2007-08 to FY 2009-2010¹

¹ Draft FY 2007-08 to FY 2009-10 Short Range Transit Plan, SunLine Transit Agency



Sunline Transit Agency

FY 2008/09 Sunline Short Range Transit Plans' Request for Operating and Capital Assistance

| Operator/Project | Total | LTF | STA | Measure A | Section 5307 Indio-Cathedral City-Palm Springs | Section 5309* | Section 5311 | CMAQ | AQMD | Fuel Rebate Revenue | Fare Box | Other* |
|-----------------------------------|-------------------|-------------------|------------------|------------------|--|----------------|----------------|------------------|----------------|------------------------|------------------|----------------|
| Project Description: Operating | | | | | | | | | | | | |
| Operating Assistance | 21,465,065 | 13,703,480 | 0 | 3,269,000 | 0 | 0 | 282,730 | 309,855 | | 550,000 | 3,100,000 | 250,000 |
| Preventive Maintenance | 1,200,000 | 240,000 | 0 | 0 | 960,000 | 0 | 0 | 0 | | 0 | 0 | 0 |
| Sub-total: Operating | 22,665,065 | 13,943,480 | 0 | 3,269,000 | 960,000 | 0 | 282,730 | 309,855 | | 550,000 | 3,100,000 | 250,000 |
| Project Description: Capital | | | | | | | | | | | | |
| SunLine-CalStart/WestStart Fuel C | 271,700 | 54,340 | 166,025 | | | 217,360 | | 663,975 | | | | |
| Transit Hub (Thousand Palms) | 830,000 | | 170,000 | | | | | | | | | |
| Bus Rehabilitation (Bus Wrap) | 170,000 | | 150,000 | | | | | | | | | |
| Transit Enhancements | 750,000 | | 5,578,003 | | 600,000 | | | 1,836,997 | | | | |
| 16 Expansion Buses - Fixed Route | 7,415,000 | | 341,320 | | 0 | 108,680 | | | | | | |
| 1 Replacement Bus - Fixed Route | 450,000 | | 133,000 | | 532,000 | | | | | | | |
| 7 Expansion Buses - Paratransit | 665,000 | | 16,800 | | 67,200 | | | | | | | |
| 3 Support Vehicles (Expansion) | 84,000 | | 64,800 | | 259,200 | | | | | | | |
| 7 Support Vehicles (Replacement) | 324,000 | | 22,000 | | 88,000 | | | | | | | |
| Computer and Office Equipment | 110,000 | | 1,300,000 | | 200,000 | | | | | | | |
| ITS Equipment | 1,500,000 | | 90,000 | | 360,000 | | | | | | | |
| Facility Improvements | 450,000 | | 20,000 | | 80,000 | | | | | | | |
| Maintenance Equipment | 100,000 | | 148,500 | | | | | | | | | |
| Tramway | 742,500 | | 250,000 | | | | | | | | | |
| CNG Fueling Station Improvement | 439,000 | | | | | | | | | | | |
| Sub-total: Capital | 14,301,200 | 54,340 | 8,450,448 | 0 | 2,186,400 | 920,040 | 0 | 2,500,972 | 0 | 189,000 | 0 | 0 |
| TOTAL | 36,966,265 | 13,997,820 | 8,450,448 | 3,269,000 | 3,146,400 | 920,040 | 282,730 | 2,810,827 | 189,000 | 550,000 | 3,100,000 | 250,000 |

*Other Funds: Operating \$250,000 Shelter Adv

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SunLine Transit Agency

FY 2009/10 SunLine Short Range Transit Plans' Request for Operating and Capital Assistance

| Operator/Project | Total | LTF | STA | Measure A | Section 5307 Incl. Cathedral City-Palm Springs | Section 5309* | Section 5311 | CMAQ | AQMD | Fuel Rebate Revenue | Fare Box | Other |
|-----------------------------------|-------------------|-------------------|------------------|------------------|--|---------------|----------------|----------------|----------|---------------------|------------------|----------------|
| SUNLINE TRANSIT AGENCY | | | | | | | | | | | | |
| Project Description: Operating | 21,680,739 | 14,169,390 | | | | | | | | | | |
| Operating Assistance | | 200,000 | | | | | | | | | | |
| Preventive Maintenance | | | | | | | | | | | | |
| Sub-total: Operating | 21,680,739 | 14,369,390 | 0 | 3,269,000 | 800,000 | 0 | 292,349 | 0 | 0 | 550,000 | 3,150,000 | 250,000 |
| Project Description: Capital | | | | | | | | | | | | |
| Construction of Transit Hub | 1,113,975 | 150,000 | | | | | | | | | | |
| Bus Renovation | 227,800 | 227,800 | | | | | | | | | | |
| Transit Enhancements | 1,000,000 | | | | | | | | | | | |
| 3 Replacement Buses - Fixed Route | 1,080,000 | | | | | | | | | | | |
| 3 Expansion Buses - Fixed Route | 1,080,000 | | | | | | | | | | | |
| 5 Expansion Buses - Paratransit | 475,000 | | | | | | | | | | | |
| 3 Support Vehicles (Expansion) | 84,000 | | | | | | | | | | | |
| 7 Support Vehicles (Replacement) | 324,000 | | | | | | | | | | | |
| Computer and Office Equipment | 110,000 | | | | | | | | | | | |
| ITS Equipment | 800,000 | | | | | | | | | | | |
| Facility Maintenance | 450,000 | | | | | | | | | | | |
| Maintenance Equipment | 150,000 | | | | | | | | | | | |
| Construction of AQMD Building | 3,500,000 | | | | | | | | | | | |
| Sub-total: Capital | 10,394,775 | 377,800 | 6,978,600 | 0 | 2,474,400 | 0 | 0 | 663,975 | 0 | 550,000 | 0 | 0 |
| TOTAL | 32,075,514 | 14,747,190 | 6,978,600 | 3,269,000 | 3,274,400 | 0 | 292,349 | 663,975 | 0 | 550,000 | 3,150,000 | 250,000 |

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

SunLine Transit Agency

FY 2010/11 Short Range Transit Plans' Request for Operating and Capital Assistance

| Operator/Project | Total | LTF | STA | Measure A | Section 5307 Indirect Cathedral City- Palm Springs | Section 5309* | Section 5311 | CMAQ | AQMD | Fuel Rebate Revenue | Fare Box | Other |
|-----------------------------------|-------------------|-------------------|------------------|------------------|--|---------------|----------------|----------|----------|------------------------|------------------|----------------|
| SunLine TRANSIT AGENCY | | | | | | | | | | | | |
| Project Description: Operating | | | | | | | | | | | | |
| Operating Assistance | 22,406,264 | 14,835,308 | | 3,269,000 | | | 301,956 | | | 550,000 | 3,200,000 | 250,000 |
| Subtotal Operating | 22,406,264 | 14,835,308 | | 3,269,000 | 800,000 | | 301,956 | | | 550,000 | 3,200,000 | 250,000 |
| Preventive Maintenance | | 200,000 | | | | | | | | | | |
| Sub-total: Operating | 22,406,264 | 15,035,308 | 0 | 3,269,000 | 800,000 | 0 | 301,956 | 0 | 0 | 550,000 | 3,200,000 | 250,000 |
| Project Description: Capital | | | | | | | | | | | | |
| Construction of Transit Hub | 400,000 | 150,000 | 250,000 | | | | | | | | | |
| Bus Rehabilitation | 227,800 | 227,800 | | | | | | | | | | |
| Transit Enhancements | 750,000 | | 150,000 | | 600,000 | | | | | | | |
| 3 Replacement Buses - Fixed Route | 1,080,000 | | 880,000 | | 200,000 | | | | | | | |
| 3 Expansion Buses - Fixed Route | 1,080,000 | | 480,000 | | 600,000 | | | | | | | |
| 2 Expansion Buses - Paratransit | 190,000 | | 38,000 | | 152,000 | | | | | | | |
| 3 Support Vehicles (Expansion) | 84,000 | | 16,800 | | 67,200 | | | | | | | |
| 7 Support Vehicles (Replacement) | 324,000 | | 64,800 | | 259,200 | | | | | | | |
| Computer and Office Equipment | 110,000 | | 22,000 | | 88,000 | | | | | | | |
| ITS Equipment | 750,000 | | 600,000 | | 150,000 | | | | | | | |
| Facility Maintenance | 350,000 | | 70,000 | | 280,000 | | | | | | | |
| Maintenance Equipment | 120,000 | | 24,000 | | 96,000 | | | | | | | |
| Construction of AQM Building | 4,500,000 | | 4,500,000 | | | | | | | | | |
| Sub-total: Capital | 9,965,800 | 377,800 | 7,095,600 | 0 | 2,492,400 | 0 | 0 | 0 | 0 | 550,000 | 3,200,000 | 0 |
| TOTAL | 32,372,064 | 15,413,108 | 7,095,600 | 3,269,000 | 3,292,400 | 0 | 301,956 | 0 | 0 | 550,000 | 3,200,000 | 250,000 |

Pending Board Approval

Source: Draft Fiscal Year 2009 Short Range Transit Plan

Note: Table has been modified to fit on page.

Note: Totals may not add due to rounding.

OMNITRANS

Financial Data for FY 2008-FY 2012¹

¹ FY 2008-FY 2012 Short Range Transit Plan, Omnitrans



Omnitrans

Summary of Six-Year (2008-2013) Operating Expenses and Revenues (\$000)

| Operating Revenues | | | | | | | | |
|--------------------|--------------------|-------------------|----------|------|----------|-----------|---------------|-------------------------|
| Fiscal Year | Operating Expenses | Passenger Revenue | LTF | STAF | FTA 5307 | Measure I | Other Revenue | Total Operating Revenue |
| FIXED ROUTE | 54906.3 | 12613.5 | 40455.1 | | 0.0 | 0.0 | 292.1 | 1545.6 |
| ACCESS | 11453.6 | 1256.8 | 3468.9 | | 0.0 | 0.0 | 6727.9 | 0.0 |
| 2007-2008 | 66359.9 | 13870.3 | 43924.0 | | 0.0 | 0.0 | 7020.0 | 1545.6 |
| FIXED ROUTE | 50055.9 | 13113.8 | 34979.5 | | 0.0 | 0.0 | 403.5 | 1559.1 |
| ACCESS | 12033.4 | 1353.2 | 3782.9 | | 0.0 | 0.0 | 6897.3 | 0.0 |
| 2008-2009 | 62089.3 | 14467.0 | 38762.4 | | 0.0 | 0.0 | 7300.8 | 1559.1 |
| FIXED ROUTE | 55273.5 | 13283.7 | 39990.6 | | 0.0 | 0.0 | 422.8 | 1576.3 |
| ACCESS | 12631.9 | 1403.3 | 4058.5 | | 0.0 | 0.0 | 7170.1 | 0.0 |
| 2009-2010 | 67905.4 | 14687.0 | 44049.1 | | 0.0 | 0.0 | 7592.9 | 1576.3 |
| FIXED ROUTE | 67171.0 | 14517.9 | 50405.3 | | 0.0 | 0.0 | 654.0 | 1593.8 |
| ACCESS | 13129.0 | 1629.3 | 4257.2 | | 0.0 | 0.0 | 7242.5 | 0.0 |
| 2010-2011 | 80300.0 | 16147.2 | 54662.5 | | 0.0 | 0.0 | 7896.5 | 1593.8 |
| FIXED ROUTE | 67795.6 | 18218.1 | 47207.6 | | 0.0 | 0.0 | 758.2 | 1611.7 |
| ACCESS | 13513.9 | 1863.0 | 4196.7 | | 0.0 | 0.0 | 7454.2 | 0.0 |
| 2011-2012 | 81309.5 | 20081.1 | 51404.3 | | 0.0 | 0.0 | 8212.4 | 1611.7 |
| FIXED ROUTE | 66630.6 | 18422.7 | 45827.8 | | 0.0 | 0.0 | 750.2 | 1629.9 |
| ACCESS | 14008.3 | 1891.5 | 4326.1 | | 0.0 | 0.0 | 7790.7 | 0.0 |
| 2012-2013 | 80638.9 | 20314.2 | 50153.9 | | 0.0 | 0.0 | 8540.9 | 1629.9 |
| 6-Year Total | 438603.0 | 99566.8 | 282956.2 | | 0.0 | 0.0 | 46563.5 | 9516.4 |
| | | | | | | | | 438602.9 |

Source: Omnitrans FY2008 Short Range Transit Plan

Note: Totals may not add due to rounding.

Omnitrans

Summary of Six-Year (2008-2013) Capital Expenses and Revenues (\$000)

| Capital Revenues | | | | | | | | | |
|------------------|------------------|---------|---------|----------|----------|---------|-----------|---------------|-----------------------|
| Fiscal Year | Capital Expenses | LTF | STAF | FTA 5307 | FTA 5309 | CMAQ | Measure I | Other Revenue | Total Capital Revenue |
| FIXED ROUTE | 43531.3 | 6899.5 | 7633.3 | 11480.7 | 200.6 | 9317.2 | 0.0 | 8000.0 | 43531.3 |
| ACCESS | 2399.1 | 0 | 78.8 | 1919.3 | 0.0 | 0.0 | 0.0 | 401.0 | 2399.1 |
| 2007-2008 | 45930.4 | 6899.5 | 7712.1 | 13400.0 | 200.6 | 9317.2 | 0.0 | 8401.0 | 45930.4 |
| FIXED ROUTE | 19247.9 | 2387.7 | 930.7 | 12686.7 | 242.8 | 0.0 | 0.0 | 3000.0 | 19247.9 |
| ACCESS | 2016.6 | 0 | 403.3 | 1613.3 | 0.0 | 0.0 | 0.0 | 0.0 | 2016.6 |
| 2008-2009 | 21264.5 | 2387.7 | 1334.0 | 14300.0 | 242.8 | 0.0 | 0.0 | 3000.0 | 21264.5 |
| FIXED ROUTE | 82916.9 | 2295.3 | 5446.6 | 14133.9 | 32373.6 | 18464.3 | 703.2 | 9500.0 | 82916.9 |
| ACCESS | 893.9 | 0 | 178.8 | 715.1 | 0.0 | 0.0 | 0.0 | 0.0 | 893.9 |
| 2009-2010 | 83810.8 | 2295.3 | 5625.4 | 14849.0 | 32373.6 | 18464.3 | 703.2 | 9500.0 | 83810.8 |
| FIXED ROUTE | 63054.2 | 537.5 | 3322.9 | 15395.2 | 36932.6 | 0.0 | 2366.0 | 4500.0 | 63054.2 |
| ACCESS | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2010-2011 | 63054.2 | 537.5 | 3322.9 | 15395.2 | 36932.6 | 0.0 | 2366.0 | 4500.0 | 63054.2 |
| FIXED ROUTE | 36414.9 | 12226.2 | 2099.9 | 13902.2 | 5692.6 | 0.0 | 2494.0 | 0.0 | 36414.9 |
| ACCESS | 2554.9 | 0 | 511.0 | 2043.9 | 0.0 | 0.0 | 0.0 | 0.0 | 2554.9 |
| 2011-2012 | 38969.8 | 12226.2 | 2610.9 | 15946.1 | 5692.6 | 0.0 | 2494.0 | 0.0 | 38969.8 |
| FIXED ROUTE | 20630.5 | 2299.9 | 1836.1 | 16494.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20630.5 |
| ACCESS | 0.0 | 0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| 2012-2013 | 20630.5 | 2299.9 | 1836.1 | 16494.5 | 0.0 | 0.0 | 0.0 | 0.0 | 20630.5 |
| 6-Year Total | 273660.2 | 26646.1 | 22441.4 | 90384.8 | 75442.2 | 27781.5 | 5563.2 | 25401.0 | 273660.2 |

Source: FY2008 Short Range Transit Plan

Note: Totals may not add due to rounding.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK)

Financial Data for FY 2007-08¹

¹ FY 2008-09 Budget, SCRRRA



Southern California Regional Rail Authority (Metrolink)

ESTIMATED ACTUAL OUTLAYS - FY 2008-09 (000's)

| Program | FY 2008-09 Budget Authority | FY 2009-10 Estimated Actual Outlays |
|--|-----------------------------------|---|
| Operating Budget | | |
| Train Operations | 134598.5 | 134598.5 |
| Maintenance of Way | 24536.7 | 24536.7 |
| Subtotal - Operating Budget | 159135.2 | 159135.2 |
| Capital Budget | | |
| New Capital Projects | 361326.7 | 234862.4 |
| Renovation and Rehabilitation Projects | 82319.3 | 49391.8 |
| Subtotal - Capital Budget | 443646.0 | 284254.2 |
| Grand Total - FY 2008-09 | 602781.2 | 443389.4 |

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

FY 2008-09 BUDGET SOURCES AND USES BY MEMBER AGENCY
(\$000s)

| Operating Budget | Total FY 2008-09 | % of Total | LACMTA | OCTA | RCTC | SANBAG | VCTC | Systemwide |
|--|---------------------|---------------|----------------|----------------|----------------|----------------|---------------|------------|
| Local Funds for Operating | 72308.4 | 45.4% | 37301.2 | 14790.0 | 6529.7 | 7957.6 | 5729.8 | 0.0 |
| Operations | 58139.3 | 36.5% | 29346.7 | 12319.1 | 5775.9 | 5870.6 | 4827.0 | 0.0 |
| Maintenance-of-Way | 14169.0 | 8.9% | 7954.5 | 2470.9 | 753.8 | 2087.0 | 902.9 | 0.0 |
| Other Operating Revenues | 86826.9 | 54.6% | 46768.3 | 19611.1 | 5567.6 | 11441.0 | 3438.8 | 0.0 |
| Farebox Revenue | 72410.2 | 45.5% | 38205.0 | 16333.1 | 5415.7 | 10153.0 | 2303.4 | 0.0 |
| Non-Fare Operating Revenue | 4049.0 | 2.5% | 2018.6 | 1167.8 | 152.0 | 247.1 | 463.5 | 0.0 |
| MOW Revenues | 10367.7 | 6.5% | 6544.6 | 2110.2 | 0.0 | 1040.9 | 671.9 | 0.0 |
| Total Funding Sources for Operating | 159135.2 | 100.0% | 84069.5 | 34401.1 | 12097.3 | 19398.7 | 9168.7 | 0.0 |

| | | | | | | | | |
|---------------------------------------|-----------------|---------------|----------------|----------------|----------------|----------------|---------------|------------|
| Total Operating Expenditures | 159135.2 | 100.0% | 84069.5 | 34401.1 | 12097.3 | 19398.7 | 9168.7 | 0.0 |
| Operating Expenditures (Excludes MOW) | 134598.5 | 84.6% | 69570.3 | 29820.0 | 11343.5 | 16270.8 | 7593.8 | 0.0 |
| Maintenance-of-Way | 24536.7 | 15.4% | 14499.1 | 4581.1 | 753.8 | 3127.9 | 1574.8 | 0.0 |

| Capital Budget | Total FY 2008-09 | % of Total | LACMTA | OCTA | RCTC | SANBAG | VCTC | Systemwide |
|--|---------------------|---------------|----------------|-----------------|----------------|----------------|---------------|----------------|
| Local Funds for Capital | 270797.1 | 61.0% | 82306.9 | 181093.2 | 1319.7 | 6001.7 | 75.6 | 0.0 |
| New Capital | 231424.9 | 52.2% | 50812.7 | 175810.6 | 1172.8 | 3628.7 | 0.0 | 0.0 |
| Rehabilitation/Renovation | 39372.2 | 8.9% | 31494.1 | 5252.6 | 146.9 | 2373.0 | 75.6 | 0.0 |
| Other Capital Revenues | 172849.0 | 39.0% | 3252.3 | 55773.4 | 18158.7 | 27214.2 | 3145.0 | 65305.3 |
| Interest on Lease Proceeds | 2902.0 | 0.7% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2902.0 |
| Other Non-Member (includes insurance recoveries) | 11708.6 | 2.6% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 11708.6 |
| State Funds | 36831.3 | 8.3% | 2676.7 | 0.0 | 0.0 | 0.0 | 0.0 | 34154.6 |
| Federal Funds | 120408.7 | 27.1% | 575.6 | 55773.4 | 18158.7 | 27214.2 | 3145.0 | 15541.7 |
| Amtrak Funds | 222.8 | 0.1% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 222.8 |
| UPRR Funds | 775.5 | 0.2% | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 775.5 |
| Total Funding Sources For Capital | 443646.1 | 100.0% | 85559.1 | 236866.6 | 19478.4 | 33216.0 | 3220.6 | 65305.3 |

| | | | | | | | | |
|-----------------------------------|-----------------|---------------|----------------|-----------------|----------------|----------------|---------------|----------------|
| Total Capital Expenditures | 443646.1 | 100.0% | 85559.1 | 236866.6 | 19478.4 | 33216.0 | 3220.6 | 65305.3 |
| New Capital | 361326.6 | 81.4% | 54065.0 | 211180.8 | 14968.9 | 21063.1 | 0.0 | 60048.8 |
| Rehabilitation/Renovation | 82319.4 | 18.6% | 31494.1 | 25685.8 | 4509.5 | 12152.9 | 3220.6 | 5256.5 |

| | | | | | | | | |
|------------------------------------|-----------------|------------|-----------------|-----------------|----------------|----------------|----------------|----------------|
| Total Proposed Expenditures | 602781.3 | 2.0 | 169628.6 | 271267.7 | 31575.8 | 52614.6 | 12389.3 | 65305.3 |
|------------------------------------|-----------------|------------|-----------------|-----------------|----------------|----------------|----------------|----------------|

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

Comparison of Revenues

(\$000s)

| | FY 2005-06 Actual | FY 2006-07 Actual | FY 2007-08 Budget | FY 2008-09 Budget | Change from FY 08 Budget |
|------------------------------------|----------------------|----------------------|----------------------|----------------------|-----------------------------|
| Operating Revenues | | | | | |
| Farebox | 54655.5 | 62275 | 67169.1 | 72410.2 | 7.8 |
| Dispatching Agreements | 2962.3 | 2957.4 | 3000.1 | 2982.3 | (0.6) |
| Other Operating (1) | 7108.9 | 4398.9 | 1134.2 | 1066.7 | (6.0) |
| Maintenance-of-Way | 9779.1 | 10138 | 10022.7 | 10367.7 | 3.4 |
| Local Funds for Operating | 47404.8 | 47030.5 | 63822.1 | 72308.4 | 13.3 |
| Subtotal Operating Revenues | 121910.6 | 126799.8 | 145148.2 | 159135.3 | 9.6 |
| Percent of Total Revenues | 72.4% | 57.8% | 24.9% | 26.4% | |

| | | | | | |
|--|----------------|----------------|-----------------|-----------------|------------|
| Capital Revenues | | | | | |
| State | 8560.4 | 25870.2 | 27300.9 | 36831.3 | 34.9 |
| Federal | 28370.9 | 34760.1 | 105015.4 | 120408.7 | 14.7 |
| Interest on Lease Proceeds | 969.0 | 1046.9 | 1513.8 | 2902.0 | 91.7 |
| Union Pacific Railroad/BNSF | 0.0 | 207.9 | 44.6 | 775.5 | 1638.8 |
| Amtrak | 124.5 | 508.6 | 0.0 | 222.8 | N/A |
| Other Non-Member (includes insurance recoveries) | 1824.3 | 0.0 | 15851.4 | 11708.6 | (26.1) |
| Local Funds for Capital | 6688.6 | 30162.6 | 289214.0 | 270797.1 | (6.4) |
| Subtotal Capital Revenues | 46537.7 | 92556.3 | 438940.1 | 443646.0 | 1.1 |
| Percent of Total Revenues | | | | | |

| | | | | | |
|-----------------------|-----------------|-----------------|-----------------|-----------------|------------|
| Total Revenues | 168448.3 | 219356.1 | 584088.3 | 602781.3 | 3.2 |
|-----------------------|-----------------|-----------------|-----------------|-----------------|------------|

| | | | | | |
|---|--------------|--------------|--------------|--------------|--|
| Local Revenues as a Percent of Total | 32.1% | 35.2% | 60.4% | 56.9% | |
|---|--------------|--------------|--------------|--------------|--|

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

Southern California Regional Rail Authority (Metrolink)

Total Agency Expenditures by Expense Type
(\$000s)

| | FY 2005-06 Actual | FY 2006-07 Actual | FY 2007-08 Budget | FY 2008-09 Budget | % of FY 08-09 Budget |
|---|----------------------|----------------------|----------------------|----------------------|-------------------------|
| Operating Budget (Including MOW) | | | | | |
| Labor | 12174.9 | 12589.8 | 13869.9 | 13894.0 | 9% |
| Purchased Transportation | 40412.1 | 44387.8 | 49866.9 | 54858.9 | 34% |
| Services | 18350.3 | 19202.2 | 22661.0 | 24129.4 | 15% |
| Utilities/Leases | 4001.6 | 4149.6 | 4477.8 | 4664.1 | 3% |
| Maintenance-of-Way | 14371.6 | 13849.7 | 16273.3 | 18361.0 | 12% |
| Insurance & Liability | 10528.5 | 8756.7 | 11250.0 | 11380.0 | 7% |
| Other Expenses | 14904.2 | 16027.0 | 17436.4 | 22496.3 | 14% |
| Indirect Agency Transfer to Operating | 7167.3 | 7837.1 | 9312.9 | 9351.6 | 6% |
| Subtotal Operating Budget | 121910.5 | 126799.9 | 145148.2 | 159135.3 | 100% |

| | FY 2005-06 Actual | FY 2006-07 Actual | FY 2007-08 Budget | FY 2008-09 Budget | % of FY 08-09 Budget |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|-------------------------|
| Capital Budget | | | | | |
| Labor | 937.4 | 1761.2 | 2700.6 | 3592.2 | 1% |
| Services | 562.6 | 978.2 | 272.7 | 391.0 | 0% |
| Utilities/Leases | 86.7 | 147.8 | 0.0 | 0.0 | 0% |
| Capital | 42996.4 | 88860.0 | 434093.0 | 437426.9 | 99% |
| Other Expenses | 112.2 | 417.9 | 168.1 | 169.9 | 0% |
| Indirect Agency Transfer to Capital | 742.6 | 909.5 | 1705.7 | 2066.0 | 0% |
| Subtotal Capital Budget | 45437.9 | 93074.6 | 438940.1 | 443646.0 | 100% |

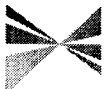
| | FY 2005-06 Actual | FY 2006-07 Actual | FY 2007-08 Budget | FY 2008-09 Budget | % of FY 08-09 Budget |
|-------------------------------------|----------------------|----------------------|----------------------|----------------------|-------------------------|
| Total SCRRRA | | | | | |
| Labor | 13112.3 | 14351.0 | 16570.5 | 17486.2 | 3% |
| Purchased Transportation | 40412.1 | 44387.8 | 49866.9 | 54858.9 | 9% |
| Services | 18912.9 | 20180.4 | 22933.7 | 24520.4 | 4% |
| Utilities/Leases | 4088.3 | 4297.4 | 4477.8 | 4664.1 | 1% |
| Maintenance-of-Way | 14371.6 | 13849.7 | 16273.3 | 18361.0 | 3% |
| Insurance & Liability | 10528.5 | 8756.7 | 11250.0 | 11380.0 | 2% |
| Capital | 42996.4 | 88860.0 | 434093.0 | 437426.9 | 73% |
| Other Expenses | 15016.4 | 16444.9 | 17604.5 | 22666.2 | 4% |
| Indirect Agency Transfer to Capital | 7909.9 | 8746.6 | 11018.6 | 11417.6 | 2% |
| Total SCRRRA Budget | 167348.4 | 219874.5 | 584088.3 | 602781.3 | 100% |

Source: SCCRA FY 2008-09 Budget

Note: Totals may not add due to rounding.

SIMI VALLEY TRANSIT

Financial Data for FY 2007-08 to FY 2009-2010



Simi Valley Transit

Revenue & Expenditures
(in \$000)

| FISCAL YEAR | 2008-09 | 2009-10 | 2010-11 | 2011-12 |
|----------------------|-----------|-----------|-----------|-----------|
| REVENUES | | | | |
| Fare Revenue | \$ 546.1 | \$ 567.9 | \$ 590.6 | \$ 614.2 |
| Other Revenue | \$ 166.0 | \$ 166.0 | \$ 166.0 | \$ 6.0 |
| Operating Assistance | \$5,699.8 | \$6,497.7 | \$7,407.4 | \$8,444.4 |
| Planning Assistance | \$ 35.3 | \$ 22.0 | \$ 35.0 | \$ 35.0 |
| Capital Assistance | \$ 7.5 | \$ 10.0 | \$ 10.0 | \$ 10.0 |
| Total | \$6,454.7 | \$7,263.6 | \$8,209.0 | \$9,109.6 |

| | | | | |
|---------------------|-----------|-----------|-----------|-----------|
| EXPENDITURES | | | | |
| Personnel | \$3,876.8 | \$4,148.1 | \$4,438.5 | \$4,749.2 |
| Current Expenses | \$1,501.5 | \$1,993.8 | \$2,604.4 | \$3,148.1 |
| Reimbursements | \$1,068.9 | \$1,111.7 | \$1,156.1 | \$1,202.3 |
| Capital Outlay | \$ 7.5 | \$ 10.0 | \$ 10.0 | \$ 10.0 |
| Total | \$6,454.7 | \$7,263.6 | \$8,209.0 | \$9,109.6 |

Source: Ventura County Transportation Commission

Note: Totals may not add due to rounding.

GOLD COAST TRANSIT

Financial Data for FY 2007-08 to FY 2009-2010



Gold Coast Transit

Operating Budget (000's)

| Revenues | 2008/09 | 2009/10 | 2010/11 | 2011/12 |
|--|------------------|------------------|------------------|------------------|
| Passenger Fares - Fixed Route | \$ 2,750 | \$ 2,888 | \$ 3,032 | \$ 3,184 |
| Passenger Fares - ADA Paratransit | \$ 159 | \$ 167 | \$ 175 | \$ 184 |
| Other | \$ 77 | \$ 81 | \$ 85 | \$ 89 |
| Interest | \$ 60 | \$ 63 | \$ 66 | \$ 69 |
| Operating Assistance - State | \$ 327 | \$ 343 | \$ 360 | \$ 378 |
| Operating Assistance - Federal Capital | \$ 3,318 | \$ 3,484 | \$ 3,658 | \$ 3,841 |
| Planning Funds | \$ 516 | \$ 542 | \$ 569 | \$ 597 |
| Other Local Assistance | \$ 8,967 | \$ 9,415 | \$ 9,888 | \$ 10,382 |
| Total Revenues | \$ 16,174 | \$ 16,983 | \$ 17,833 | \$ 18,724 |

| Expenses | 2008/09 | 2009/10 | 2010/11 | 2011/12 |
|-----------------------|------------------|------------------|------------------|------------------|
| Operations | \$ 8,416 | \$ 8,837 | \$ 9,279 | \$ 9,743 |
| Paratransit | \$ 2,337 | \$ 2,454 | \$ 2,577 | \$ 2,706 |
| Maintenance | \$ 2,729 | \$ 2,865 | \$ 3,008 | \$ 3,158 |
| Administration | \$ 1,356 | \$ 1,424 | \$ 1,495 | \$ 1,570 |
| Promotion | \$ 676 | \$ 710 | \$ 746 | \$ 783 |
| Insurance | \$ 660 | \$ 693 | \$ 728 | \$ 764 |
| Total Expenses | \$ 16,174 | \$ 16,983 | \$ 17,833 | \$ 18,724 |

Source: Ventura County Transportation Commission

Note: Totals may not add due to rounding.

Attachment D

Regional Funding and Expenditure Tables

Southern California Association of Governments

2008/09-2011/12 Federal Transportation Improvement Program

| REVENUE SOURCES | | 4 YEARS (See FSTIP Cycle) | | | | |
|-----------------|---|---------------------------|--------------------|--------------------|------------------|--------------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| LOCAL | Sales Tax | \$1,181,397 | \$817,996 | \$750,893 | \$344,596 | \$3,094,882 |
| | -- City | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- County | \$905,348 | \$669,007 | \$604,770 | \$190,399 | \$2,369,524 |
| | -- Other (Transportation Development Act) | \$276,049 | \$148,989 | \$146,123 | \$154,197 | \$725,358 |
| | Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Gas Tax (Subventions to Cities) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Gas Tax (Subventions to Counties) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other Local Funds | \$1,934,477 | \$1,478,457 | \$1,206,429 | \$634,725 | \$5,254,088 |
| | -- City General Funds | \$465,647 | \$458,286 | \$534,308 | \$242,708 | \$1,700,949 |
| | -- Street Taxes and Developer Fees | \$125,909 | \$90,894 | \$33,366 | \$66,875 | \$317,044 |
| | -- Other (See footnote 1) | \$1,342,921 | \$929,277 | \$638,755 | \$325,142 | \$3,236,095 |
| | Transit | \$1,708 | \$1,221 | \$1,240 | \$1,255 | \$5,424 |
| | -- Transit Fares | \$1,708 | \$1,221 | \$1,240 | \$1,255 | \$5,424 |
| | -- Other Transit (e.g., parcel/property taxes, parking revenue, etc) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Tolls (e.g., non-state owned bridges) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (e.g., RTIP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Local Total | \$3,117,582 | \$2,297,674 | \$1,958,562 | \$980,576 | \$8,354,394 |
| REGIONAL | Tolls | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Bridge | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Corridor | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Transit Fares/Measures | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Bond Revenue | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Vehicle Registration Fees (CARB Fees, SAFE) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Regional Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE | State Highway Operations and Protection Program (SHOPP) | \$508,020 | \$312,132 | \$420,779 | \$474,869 | \$1,715,800 |
| | SHOPP (As Adopted Including Augmentation) | \$508,020 | \$312,132 | \$420,779 | \$474,869 | \$1,715,800 |
| | SHOPP Prior | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) | \$1,388,248 | \$351,786 | \$366,983 | \$160,334 | \$2,267,351 |
| | STIP (Including Augmentation) | \$1,324,809 | \$351,786 | \$366,983 | \$160,334 | \$2,203,912 |
| | STIP Prior | \$63,439 | \$0 | \$0 | \$0 | \$63,439 |
| | Proposition 1 B | | | | | |
| | Corridor Mobility Improvement Account | \$1,004,560 | \$315,733 | \$668,443 | \$22,000 | \$2,010,736 |
| | Local Bridge Seismic Retrofit Account | \$5,964 | \$7,374 | \$20,234 | \$8,561 | \$42,133 |
| | Ports Infrastructure, Security & Air Quality | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Route 99 Corridor | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Trade Corridor Improvement | \$30,449 | \$49,549 | \$170,046 | \$0 | \$250,044 |
| | GARVEE Bonds (Footnote 5) | \$35,214 | \$305,472 | \$427,971 | \$35,272 | \$803,929 |
| | Traffic Congestion Relief Program | \$197,441 | \$86,820 | \$8,800 | \$0 | \$293,061 |
| | State Transit Assistance (STA) (e.g., population/revenue based, Prop 42) | \$19,855 | \$2,780 | \$2,075 | \$1,636 | \$26,346 |
| | Other (See footnote 2) | \$111,694 | \$115,303 | \$12,769 | \$4,840 | \$244,606 |
| | State Total | \$2,260,472 | \$1,174,293 | \$1,239,377 | \$676,951 | \$5,351,093 |
| FEDERAL TRANSIT | Bus and Bus Related Grants (5309c) | \$62,477 | \$5,715 | \$2,909 | \$0 | \$71,101 |
| | Clean Fuel Formula Program (5308) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$1,238 | \$620 | \$620 | \$0 | \$2,478 |
| | Fixed Guideway Modernization (5309a) | \$55,114 | \$63,781 | \$2,988 | \$3,167 | \$125,050 |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Job Access and Reverse Commute Program (5316) | \$78,917 | \$2,385 | \$2,484 | \$2,586 | \$86,372 |
| | Metropolitan Planning (5303) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | New and Small Starts (Capital Investment Grants) (5309b) | \$99,050 | \$84,970 | \$73,966 | \$85,024 | \$343,010 |
| | New Freedom (SAFETEA-LU) | \$6,474 | \$1,189 | \$1,240 | \$1,293 | \$10,196 |
| | Nonurbanized Area Formula Program (5311) | \$3,372 | \$1,749 | \$1,331 | \$1,437 | \$7,889 |
| | Public Transportation on Indian Reservation (5311c) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit in the Parks (5320) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Urbanized Area Formula Program (5307) | \$540,482 | \$330,769 | \$147,316 | \$149,175 | \$1,167,742 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Transit Total | \$847,124 | \$491,178 | \$232,854 | \$242,682 | \$1,813,838 |
| | Federal Highway Non-Discretionary | | | | | |
| | Congestion Mitigation and Air Quality | \$233,820 | \$238,030 | \$241,837 | \$246,022 | \$959,709 |
| | Surface Transportation Program (Regional) | \$187,785 | \$181,658 | \$205,544 | \$177,327 | \$752,314 |
| | Surface Transportation Program Enhancement | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Bridge Replacement and Rehabilitation Program | \$50,204 | \$91,137 | \$157,001 | \$102,272 | \$400,614 |
| | Highway Safety Improvement Program (SAFETEA-LU) | \$12,547 | \$15,494 | \$13,675 | \$0 | \$41,716 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SR2S) | \$4,820 | \$0 | \$0 | \$0 | \$4,820 |
| | Safe Routes to School (SRTS) | \$2,569 | \$0 | \$0 | \$0 | \$2,569 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 |

Southern California Association of Governments
2008/09-2011/12 Federal Transportation Improvement Program

| REVENUE SOURCES | | 4 YEARS (See FSTIP Cycle) | | | | |
|----------------------|--|---------------------------|--------------------|--------------------|--------------------|---------------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| FEDERAL HIGHWAY | Other (See footnote 3) | \$5,567 | \$0 | \$0 | \$0 | \$5,567 |
| | Subtotal | \$497,312 | \$526,319 | \$618,057 | \$525,621 | \$2,167,309 |
| | Federal Highway Discretionary Programs | | | | | |
| | Bridge Discretionary Program | \$500 | \$0 | \$169 | \$0 | \$669 |
| | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$10,000 | \$0 | \$0 | \$0 | \$10,000 |
| | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$154,794 | \$0 | \$0 | \$0 | \$154,794 |
| | High Risk Rural Road (HRRR) | \$3,531 | \$0 | \$0 | \$0 | \$3,531 |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | National Scenic Byways Program | \$994 | \$0 | \$0 | \$0 | \$994 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$306,387 | \$149,455 | \$128,833 | \$27,400 | \$612,075 |
| | Public Lands Highway Discretionary | \$2,500 | \$1,000 | \$2,925 | \$0 | \$6,425 |
| | Recreational Trails | \$1,242 | \$0 | \$0 | \$0 | \$1,242 |
| | Transportation and Community and System Preservation Program | \$1,264 | \$0 | \$0 | \$0 | \$1,264 |
| | Other (See footnote 4) | \$110,025 | \$12,054 | \$450 | \$38 | \$122,567 |
| | Subtotal | \$591,237 | \$162,509 | \$132,377 | \$27,438 | \$913,561 |
| | Federal Highway Total | \$1,088,549 | \$688,828 | \$750,434 | \$553,059 | \$3,080,870 |
| FEDERAL TOTAL | | \$1,935,673 | \$1,180,006 | \$983,288 | \$795,741 | \$4,894,708 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Donations | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| REVENUE TOTAL | | \$8,354,700 | \$5,024,629 | \$5,039,950 | \$2,483,829 | \$20,903,108 |

Footnote 1: (Agency, Air Board, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private,

Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks,

Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

Footnote 5: GARVEE Bonds are broken down as follows: GARVEE Debt Service, GARVEE Bond Financing, and GARVEE National Highway System

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments
2008/09-2011/12 Federal Transportation Improvement Program

| PROGRAMMED | | 4 YEARS (See FSTIP Cycle) | | | | |
|-----------------|--|---------------------------|-------------|-------------|-----------|-------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| LOCAL | Sales Tax | \$1,181,397 | \$817,996 | \$750,893 | \$344,596 | \$3,094,882 |
| | – City | | | | | |
| | – County | \$905,348 | \$669,007 | \$604,770 | \$190,399 | \$2,369,524 |
| | – Transportation Development Act | \$276,049 | \$148,989 | \$146,123 | \$154,197 | \$725,358 |
| | Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | – Gas Tax (Subventions to Cities) | | | | | |
| | – Gas Tax (Subventions to Counties) | | | | | |
| | Other Local Funds | \$1,934,477 | \$1,466,579 | \$1,194,064 | \$634,725 | \$5,229,845 |
| | – City General Funds | | | | | |
| | – Street Taxes and Developer Fees | | | | | |
| | – Other (See footnote 1) | \$1,934,477 | \$1,466,579 | \$1,194,064 | \$634,725 | \$5,229,845 |
| REGIONAL | Transit | \$0 | \$0 | \$0 | \$0 | \$0 |
| | – Transit Fares | | | | | |
| | – Other Transit (e.g., parcel/property taxes, parking revenue, etc) | | | | | |
| | Tolls (e.g., non-state owned bridges) | | | | | |
| | Other (e.g., RTIP) | | | | | |
| | Local Total | \$3,115,874 | \$2,284,575 | \$1,944,957 | \$979,321 | \$8,324,727 |
| | Tolls | | | | | |
| | – Bridge | | | | | |
| | – Corridor | | | | | |
| | Regional Transit Fares/Measures | | | | | |
| STATE | Regional Sales Tax | | | | | |
| | Regional Bond Revenue | | | | | |
| | Regional Gas Tax | | | | | |
| | Vehicle Registration Fees (CARB Fees, SAFE) | | | | | |
| | Other | | | | | |
| | Regional Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Highway Operations and Protection Program (SHOPP) | \$508,020 | \$312,132 | \$420,779 | \$474,869 | \$1,715,800 |
| | SHOPP (As Adopted Including Augmentation) | \$508,020 | \$312,132 | \$420,779 | \$474,869 | \$1,715,800 |
| | SHOPP Prior | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) | \$1,387,148 | \$351,786 | \$366,983 | \$160,334 | \$2,266,251 |
| FEDERAL TRANSIT | STIP (Including Augmentation) | \$1,323,709 | \$351,786 | \$366,983 | \$160,334 | \$2,202,812 |
| | STIP Prior | \$63,439 | \$0 | \$0 | \$0 | \$63,439 |
| | Proposition 1 B | | | | | |
| | Corridor Mobility Improvement Account | \$1,004,560 | \$315,733 | \$668,443 | \$22,000 | \$2,010,736 |
| | Local Bridge Seismic Retrofit Account | \$5,964 | \$7,374 | \$20,234 | \$8,561 | \$42,133 |
| | Ports Infrastructure, Security & Air Quality | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Route 99 Corridor | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Trade Corridor Improvement | \$30,449 | \$49,549 | \$170,046 | \$0 | \$250,044 |
| | GARVEE Bonds (Footnote 5) | \$35,214 | \$305,472 | \$427,971 | \$35,272 | \$803,929 |
| | Traffic Congestion Relief Program | \$197,441 | \$86,820 | \$8,800 | \$0 | \$293,061 |
| FEDERAL TRANSIT | State Transit Assistance (STA) (e.g., population/revenue based, Prop 42) | \$19,855 | \$2,780 | \$2,075 | \$1,636 | \$26,346 |
| | Other (See footnote 2) | \$110,394 | \$115,303 | \$12,769 | \$4,075 | \$242,541 |
| | State Total | \$3,299,045 | \$1,546,949 | \$2,098,100 | \$706,747 | \$7,650,841 |
| | Bus and Bus Related Grants (5309c) | \$62,477 | \$5,715 | \$2,909 | \$0 | \$71,101 |
| | Clean Fuel Formula Program (5308) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$1,238 | \$620 | \$620 | \$0 | \$2,478 |
| | Fixed Guideway Modernization (5309a) | \$55,114 | \$63,781 | \$2,988 | \$3,167 | \$125,050 |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Job Access and Reverse Commute Program (5316) | \$78,917 | \$2,385 | \$2,484 | \$2,586 | \$86,372 |
| | Metropolitan Planning (5303) | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL TRANSIT | New and Small Starts (Capital Investment Grants) (5309b) | \$99,050 | \$84,970 | \$73,966 | \$85,024 | \$343,010 |
| | New Freedom (SAFETEA-LU) | \$6,474 | \$1,189 | \$1,240 | \$1,293 | \$10,196 |
| | Nonurbanized Area Formula Program (5311) | \$3,372 | \$1,749 | \$1,331 | \$1,437 | \$7,889 |
| | Public Transportation on Indian Reservation (5311c) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit in the Parks (5320) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Urbanized Area Formula Program (5307) | \$540,482 | \$330,769 | \$147,316 | \$149,175 | \$1,167,742 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Transit Total | \$847,124 | \$491,178 | \$232,854 | \$242,682 | \$1,813,838 |
| | Federal Highway Non-Discretionary | | | | | |
| | Congestion Mitigation and Air Quality | \$117,828 | \$139,066 | \$162,438 | \$166,950 | \$586,282 |
| | Surface Transportation Program (Regional) | \$183,498 | \$149,076 | \$105,355 | \$91,198 | \$529,127 |

Southern California Association of Governments
2008/09-2011/12 Federal Transportation Improvement Program

| PROGRAMMED | | 4 YEARS (See FSTIP Cycle) | | | | |
|-------------------------|--|---------------------------|--------------------|--------------------|--------------------|---------------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| FEDERAL HIGHWAY | Surface Transportation Program Enhancement | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Bridge Replacement and Rehabilitation Program | \$50,204 | \$91,137 | \$157,001 | \$102,272 | \$400,614 |
| | Highway Safety Improvement Program (SAFETEA-LU) | \$12,547 | \$15,494 | \$13,675 | \$0 | \$41,716 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SR2S) | \$4,820 | \$0 | \$0 | \$0 | \$4,820 |
| | Safe Routes to School (SRTS) | \$2,569 | \$0 | \$0 | \$0 | \$2,569 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (See footnote 3) | \$5,567 | \$0 | \$0 | \$0 | \$5,567 |
| | Subtotal | \$377,033 | \$394,773 | \$438,469 | \$360,420 | \$1,570,695 |
| | Federal Highway Discretionary Programs | | | | | |
| | Bridge Discretionary Program | \$500 | \$0 | \$169 | \$0 | \$669 |
| | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$10,000 | \$0 | \$0 | \$0 | \$10,000 |
| | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$154,794 | \$0 | \$0 | \$0 | \$154,794 |
| | High Risk Rural Road (HRRR) | \$3,531 | \$0 | \$0 | \$0 | \$3,531 |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | National Scenic Byways Program | \$994 | \$0 | \$0 | \$0 | \$994 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$306,387 | \$149,455 | \$128,833 | \$27,400 | \$612,075 |
| | Public Lands Highway Discretionary | \$2,500 | \$1,000 | \$2,925 | \$0 | \$6,425 |
| | Recreational Trails | \$1,242 | \$0 | \$0 | \$0 | \$1,242 |
| | Transportation and Community and System Preservation Program | \$1,264 | \$0 | \$0 | \$0 | \$1,264 |
| | Other (See footnote 4) | \$110,025 | \$12,054 | \$450 | \$38 | \$122,567 |
| | Subtotal | \$591,237 | \$162,509 | \$132,377 | \$27,438 | \$913,561 |
| | Federal Highway Total | \$968,270 | \$557,282 | \$570,846 | \$387,858 | \$2,484,256 |
| | FEDERAL TOTAL | \$1,815,394 | \$1,048,460 | \$803,700 | \$630,540 | \$4,298,094 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Donations | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROGRAMMED TOTAL | | \$8,232,021 | \$4,881,205 | \$4,847,997 | \$2,317,863 | \$20,279,086 |

Footnote 1: (Agency, Air Board, City, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private,

Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District, Developer Fees)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks, Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

Footnote 5: GARVEE Bonds are broken down as follows: GARVEE Debt Service, GARVEE Bond Financing, and GARVEE National Highway System

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

Southern California Association of Governments
2008/09-2011/12 Federal Transportation Improvement Program

| REVENUE Vs. PROGRAMMED | | 4 YEARS (See FSTIP Cycle) | | | | |
|------------------------|---|---------------------------|-----------------|-----------------|--------------|-----------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| LOCAL | Sales Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- City | | | | | |
| | -- County | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Transportation Development Act | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Gas Tax | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Gas Tax (Subventions to Cities) | | | | | |
| | -- Gas Tax (Subventions to Counties) | | | | | |
| | Other Local Funds | \$0 | \$11,878 | \$12,365 | \$0 | \$24,243 |
| | -- City General Funds | | | | | |
| | -- Street Taxes and Developer Fees | | | | | |
| | -- Other (See footnote 1) | \$0 | \$11,878 | \$12,365 | \$0 | \$24,243 |
| | Transit | \$0 | \$0 | \$0 | \$0 | \$0 |
| | -- Transit Fares | | | | | |
| | -- Other Transit (e.g., parcel/property taxes, parking revenue, etc) | | | | | |
| | Tolls (e.g., non-state owned bridges) | | | | | |
| | Other (e.g., RTIP) | | | | | |
| Local Total | | \$0 | \$11,878 | \$12,365 | \$0 | \$24,243 |
| REGIONAL | Tolls | | | | | |
| | -- Bridge | | | | | |
| | -- Corridor | | | | | |
| | Regional Transit Fares/Measures | | | | | |
| | Regional Sales Tax | | | | | |
| | Regional Bond Revenue | | | | | |
| | Regional Gas Tax | | | | | |
| | Vehicle Registration Fees (CARB Fees, SAFE) | | | | | |
| | Other | | | | | |
| | Regional Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE | State Highway Operations and Protection Program (SHOPP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SHOPP (As Adopted Including Augmentation) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | SHOPP Prior | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transportation Improvement Program (STIP) | \$1,100 | \$0 | \$0 | \$0 | \$1,100 |
| | STIP (Including Augmentation) | \$1,100 | \$0 | \$0 | \$0 | \$1,100 |
| | STIP Prior | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Proposition 1 B | | | | | |
| | Corridor Mobility Improvement Account | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Local Bridge Seismic Retrofit Account | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Ports Infrastructure, Security & Air Quality | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Route 99 Corridor | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Trade Corridor Improvement | \$0 | \$0 | \$0 | \$0 | \$0 |
| | GARVEE Bonds (Footnote 5) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Traffic Congestion Relief Program | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Transit Assistance (STA) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | (e.g., population/revenue based, Prop 42) | | | | | |
| | Other (See footnote 2) | \$1,300 | \$0 | \$0 | \$765 | \$2,065 |
| | State Total | \$2,400 | \$0 | \$0 | \$765 | \$3,165 |
| FEDERAL TRANSIT | Bus and Bus Related Grants (5309c) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Clean Fuel Formula Program (5308) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Elderly & Persons with Disabilities Formula Program (5310) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Fixed Guideway Modernization (5309a) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Intercity Bus (5311f) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Job Access and Reverse Commute Program (5316) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Metropolitan Planning (5303) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | New and Small Starts (Capital Investment Grants) (5309b) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | New Freedom (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Nonurbanized Area Formula Program (5311) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Public Transportation on Indian Reservation (5311c) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transit in the Parks (5320) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Urbanized Area Formula Program (5307) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Transit Total | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Highway Non-Discretionary | | | | | |
| | Congestion Mitigation and Air Quality | \$115,992 | \$98,964 | \$79,399 | \$79,072 | \$373,427 |
| | Surface Transportation Program (Regional) | \$4,287 | \$32,582 | \$100,189 | \$86,129 | \$223,187 |
| | Surface Transportation Program Enhancement | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Bridge Replacement and Rehabilitation Program | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Safety Improvement Program (SAFETEA-LU) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Railway (Section 130) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Safe Routes to School (SR2S) | \$0 | \$0 | \$0 | \$0 | \$0 |

Southern California Association of Governments
2008/09-2011/12 Federal Transportation Improvement Program

| REVENUE Vs. PROGRAMMED | | 4 YEARS (See FSTIP Cycle) | | | | |
|------------------------|--|---------------------------|------------------|------------------|------------------|------------------|
| | | 2008/09 | 2009/10 | 2010/11 | 2011/12 | Total |
| FEDERAL HIGHWAY | Safe Routes to School (SRTS) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transportation Improvements (TI) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Lands Highway | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (See footnote 3) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Subtotal | \$120,279 | \$131,546 | \$179,588 | \$165,201 | \$596,614 |
| | Federal Highway Discretionary Programs | | | | | \$0 |
| | Bridge Discretionary Program | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Corridor Infrastructure Improvement Program (SAFETEA-LU Sec. 1302) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Coordinated Border Infrastructure (SAFETEA-LU Sec.1303) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Ferry Boat Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Priority Projects (HPP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | High Risk Rural Road (HRRR) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Highway Safety Improvement Program (HSIP) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | National Scenic Byways Program | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Projects of National/Regional Significance (SAFETEA-LU Sec. 1301) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Public Lands Highway Discretionary | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Recreational Trails | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Transportation and Community and System Preservation Program | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other (See footnote 4) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Subtotal | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Federal Highway Total | \$120,279 | \$131,546 | \$179,588 | \$165,201 | \$596,614 |
| | FEDERAL TOTAL | \$120,279 | \$131,546 | \$179,588 | \$165,201 | \$596,614 |
| INNOVATIVE FINANCE | TIFIA (Transportation Infrastructure Finance and Innovation Act) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | State Infrastructure Bank | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Section 129 Loans | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Rail Rehab & Improvement Financing | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Activity Bonds | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Concession Fees | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Private Donations | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Program Income (from a federal project) | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Other | \$0 | \$0 | \$0 | \$0 | \$0 |
| | Innovative Financing Total | \$0 | \$0 | \$0 | \$0 | \$0 |

Footnote 1: (Agency, Air Board, City, County, Fees, Local Advance Construction, Local Bonds, Local General Funds, Mello Roos, Port Funds, Private,

Property Tax, Redevelopment Funds, Traffic Impact Fees, Benefit Assessment District, Developer Fees)

Footnote 2: (PTMISEA, AB2766, State PUC, State Legislation, State Cash-Prior Retrofit Soundwall Program, Office of Emergency Services)

Footnote 3: (Emergency Repair-Local, Interstate Maintenance, STP Safety Local)

Footnote 4: (Interstate Maintenance-Earmark, National Corridor Infrastructure Improvement Program, Section 115, FFY 2006 App. Earmarks, Intelligent Transportation System, Amtrak, EDA Grant, FEMA, Surface Transportation-HR4818, Interstate Maintenance-HR4818)

Footnote 5: GARVEE Bonds are broken down as follows: GARVEE Debt Service, GARVEE Bond Financing, and GARVEE National Highway System

NOTES:

Local: Subtotal is a sum of sales tax, gas tax, other local funds, local transit revenues, local tolls and other.

For MTC, the category of "Other" includes Regional Transit Expansion Policy fund sources.

Regional: Not all MPOs may have regional fund sources. In these cases, data would be shown as "zero" or not applicable.

The category of "Other" includes (please define if entering data).

State: Subtotal is a sum of SHOPP, STIP, TCRP, STA, Carryover and Other. STIP TE data not separately available for the MTC 2030 RTP.

The category of "other" includes (please define if entering data).

Federal: Overall federal subtotal is a sum of federal highway and federal transit programs. Federal Lands non-discretionary includes all programs except public lands discretionary (i.e., forest highways, park roads etc.) The category of "Other" includes (please define if entering data).

Innovative Finance: Toll revenues have been included under local and regional while GARVEE bond revenues are included under state.

Total: Is a sum of local, regional, state, federal and innovative finance revenue sources. Double-counting has been avoided.

2008 Regional Transportation Improvement Program
Expenditure Summary by Program Category
(all figures in 000s)

| Category | Regional Summary | | | | | | | Total | % |
|--|------------------|------------------|------------------|------------------|------------------|------------------|-------------------|-------------|---|
| | 2008/2009 | 2009/2010 | 2010/2011 | 2011/2012 | 2012/2013 | 2013/2014 | | | |
| Transit Improvement | | | | | | | | | |
| Bus Equipment or Capital Lease | 143,333 | 76,031 | 73,128 | 74,508 | 11,960 | 12,399 | 391,359 | 2% | |
| Bus Vehicles Expansion | 155,690 | 105,218 | 33,712 | 16,378 | 16,854 | 23,490 | 351,342 | 1% | |
| Commuter Rail Equipment | 6,080 | 1,520 | 0 | 0 | 0 | 0 | 7,600 | 0% | |
| Commuter Rail Vehicles Expansion | 0 | 5,500 | 0 | 0 | 0 | 0 | 5,500 | 0% | |
| Intercity/Heavy Rail Extension | 108,592 | 5,000 | 0 | 0 | 0 | 0 | 113,592 | 0% | |
| Light Rail Extension | 219,183 | 231,400 | 92,500 | 91,200 | 80,000 | 80,000 | 794,283 | 3% | |
| Light Rail Vehicles Expansion | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Non-Capacity Improvement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0% | |
| Transit Equipment, Structures, Facilities | 73,782 | 77,251 | 27,690 | 21,798 | 1,957 | 5,500 | 207,978 | 1% | |
| Transit Improvement Subtotal | 706,660 | 501,920 | 227,030 | 203,884 | 110,771 | 121,389 | 1,871,654 | 8% | |
| Transit Operations & Maintenance | | | | | | | | | |
| Bus Operations | 449,828 | 252,248 | 269,251 | 282,348 | 250,533 | 223,521 | 1,727,729 | 7% | |
| Bus Vehicles Rehab/Replace | 392,970 | 325,809 | 23,688 | 44,132 | 25,143 | 1,775 | 813,517 | 3% | |
| Commuter Rail Operations | 100 | 106 | 112 | 119 | 0 | 0 | 437 | 0% | |
| Intercity/Heavy Rail Operations | 21,825 | 31,868 | 34,316 | 36,346 | 26,327 | 27,463 | 178,145 | 1% | |
| Intercity/Heavy Rail Vehicles Rehab/Replace | 1,002 | 0 | 0 | 0 | 0 | 0 | 1,002 | 0% | |
| Paratransit | 184,975 | 129,227 | 44,165 | 49,973 | 34,690 | 37,410 | 480,440 | 2% | |
| Transit O&M Subtotal | 1,050,700 | 739,258 | 371,532 | 412,918 | 336,693 | 290,169 | 3,201,270 | 13% | |
| Highway Improvement | | | | | | | | | |
| Auxiliary, Passing, Truck Climbing Lane | 33,913 | 2,733 | 29,258 | 0 | 13,040 | 0 | 78,944 | 0% | |
| Bridge Improvement | 502,657 | 374,587 | 163,746 | 134,286 | 432,703 | 96,532 | 1,704,511 | 7% | |
| Capacity Enhancing Improvement (Highway) | 779,595 | 754,682 | 575,976 | 247,110 | 286,287 | 247,183 | 2,890,833 | 12% | |
| Grade Separations | 258,787 | 240,569 | 259,853 | 118,493 | 153,945 | 82,623 | 1,114,270 | 5% | |
| HOV Lanes | 2,526,334 | 483,584 | 1,142,954 | 376,833 | 1,209,348 | 45,797 | 5,784,850 | 24% | |
| Interchange, ramps, over/undercrossing | 1,041,825 | 1,002,998 | 850,623 | 185,257 | 300,201 | 359,710 | 3,740,614 | 15% | |
| Non-Capacity Improvement | 131,559 | 94,790 | 37,623 | 4,421 | 6,337 | 4,195 | 278,925 | 1% | |
| Highway Improvement Subtotal | 5,274,670 | 2,953,943 | 3,060,033 | 1,066,400 | 2,401,861 | 836,040 | 15,592,947 | 64% | |
| Highway Operations & Maintenance | | | | | | | | | |
| SHOPP Operations | 89,606 | 50,588 | 115,495 | 2,862 | 0 | 0 | 258,551 | 1% | |
| SHOPP Rehabilitation | 221,856 | 88,996 | 514,899 | 370,255 | 0 | 0 | 1,196,006 | 5% | |
| SHOPP Safety | 55,940 | 125,712 | 126,355 | 71,723 | 0 | 0 | 379,730 | 2% | |
| Road Rehab/Replace (non-SHOPP) | 178,941 | 101,820 | 259,673 | 84,507 | 55,057 | 9,000 | 688,998 | 3% | |
| Safety Improvements (non-SHOPP) | 24,103 | 3,385 | 11,463 | 527 | 0 | 0 | 39,478 | 0% | |
| Soundwalls | 36,968 | 9,333 | 0 | 0 | 0 | 0 | 46,301 | 0% | |
| Highway O&M Subtotal | 607,414 | 379,834 | 1,027,885 | 529,874 | 55,057 | 9,000 | 2,609,064 | 11% | |
| ITS, TDM, and Non-Motorized | | | | | | | | | |
| ITS | 143,989 | 52,149 | 62,353 | 16,267 | 3,672 | 250 | 278,680 | 1% | |
| Bicycle and Pedestrian Facilities | 123,403 | 75,756 | 40,921 | 54,244 | 23,285 | 718 | 318,327 | 1% | |
| Rideshare | 14,648 | 2,738 | 700 | 712 | 450 | 450 | 19,698 | 0% | |
| TDM, Park and Ride (excl. ridematching) | 51,031 | 117,258 | 16,770 | 9,884 | 11,984 | 2,797 | 209,724 | 1% | |
| ITS, TDM, and Non-Motorized Subtotal | 333,071 | 247,901 | 120,744 | 81,107 | 39,391 | 4,215 | 826,429 | 3% | |
| Other | | | | | | | | | |
| Administration, Admin. Facilities, Veh., Misc. | 80,695 | 17,995 | 10,273 | 20,009 | 12,000 | 0 | 140,972 | 1% | |
| Ferry Service | 846 | 0 | 0 | 0 | 0 | 0 | 846 | 0% | |
| Land Acquisition | 4,677 | 0 | 0 | 0 | 0 | 0 | 4,677 | 0% | |
| Landscaping | 12,440 | 6,932 | 2,746 | 2,146 | 0 | 2,671 | 26,935 | 0% | |
| Planning | 13,143 | 11,174 | 11,308 | 1,525 | 1,825 | 0 | 38,975 | 0% | |
| Study | 104,235 | 0 | 0 | 0 | 12,819 | 0 | 117,054 | 0% | |
| Transportation Enhancement Activites | 18,313 | 5,205 | 1,403 | 0 | 0 | 0 | 24,921 | 0% | |
| Other Subtotal | 234,349 | 41,306 | 25,730 | 23,680 | 26,644 | 2,671 | 354,380 | 1% | |
| Various Agencies Lump Amounts | 25157 | 17043 | 15043 | 0 | 0 | 0 | 57,243 | 0% | |
| Total | 8,232,021 | 4,881,205 | 4,847,997 | 2,317,863 | 2,970,417 | 1,263,484 | 24,512,987 | 100% | |

Attachment E

Expedited Project Selection Procedures

Expedited Project Selection Procedures

Under State law (AB 1246), the County Transportation Commissions (CTCs- Los Angeles County Metropolitan Transportation Authority, Orange County Transportation Authority, San Bernardino Associated Governments, Riverside County Transportation Commission, Ventura County Transportation Commission, and Imperial Valley Association of Governments) are responsible for developing the county transportation improvement programs for submittal to SCAG. SCAG in turn prepares the RTIP using the county TIPs.

SCAG publishes the RTIP guidelines at the beginning of each RTIP cycle and outlines all federal, state, and MPO requirements to facilitate the development of the county TIPs.

SCAG analyzes all of the county TIP projects for consistency with the RTP and for financial constraint. SCAG incorporates the eligible projects into the Regional Transportation Improvement Program (RTIP) for conformity analysis. Projects that are not consistent with the federal and MPO requirements are not incorporated into the RTIP.

Should conflicts arise, they are worked out with the CTCs, SCAG's Regional Council and the Regional Transportation Agencies Coalition (RTAC). If a project should fall out, then SCAG coordinates with the CTCs to replace it. The Transportation Conformity Working Group also serves as a mechanism for interagency consultation for TIP issues between staff representatives from SCAG, the CTCs, Caltrans, and federal and state agencies.

1. Project Programming

Once the CTCs and the Imperial Valley Association of Governments (IVAG) have programmed funds to projects, as required by state and federal statutes, projects are then included in the RTIP in accordance with the estimated project delivery schedules. The first four years of the RTIP are required to be financially constrained, and programming beyond this period is for information purposes only.

- Step 1 The CTC's/IVAG have established that projects programmed in the first four years are priority projects for the region and are programmed according to estimated project delivery schedules at the time of the TIP submittal. SCAG incorporates the county TIPs into the Regional TIP as submitted by the CTCs/IVAG in accordance with the appropriate transportation conformity and RTP consistency requirements.
- Step 2 SCAG performs all required conformity and consistency analysis and public hearings on the RTIP and adopts the RTIP.
- Step 3 SCAG submits the RTIP to the Governor (Caltrans) for incorporation into the State's Federal TIP, and SCAG simultaneously submits the conformity findings to the FHWA, FTA, and EPA for approval of the final conformity determination.

2. Expedited Project Selection Procedures

23CFR450.330

"If the State or public transportation operator(s) wishes to proceed with a project in the second, third year, or fourth year of the TIP, the specific project selection procedures stated in paragraphs (b) and (c) of this section must be used unless the MPO, the State and the public transportation operator(s) jointly develop expedited project selection procedures to provide for the advancement of projects from the second, third or fourth year of the TIP."

In order to address the above regulation the SCAG region (SCAG, County Transportation Commissions (CTCs), Imperial Valley Association of Governments (IVAG) and transit operators) developed and agree to the following expedited project selection procedures.

Projects programmed within the first four years may be advanced to accommodate project schedules that have proceeded more rapidly than estimated. This advancement allows project sponsors the flexibility to deliver and obligate state and/or federal funds in a timely and efficient manner. Nevertheless, non-TCM projects can only advance ahead of TCM projects if they do not cause TCM projects to be delayed.

- Step 1 County Transportation Commissions and Imperial Valley Association of Governments develops a listing of project to be advanced and submits a county TIP revision to SCAG.
- Step 2 SCAG analyzes and approves the county TIP revision and updates the RTIP.
- Step 3 County Transportation Commissions and Imperial Valley Association of Governments Work with Caltrans to obligate state/federal funds in accordance with revisions.

Project from the first four years of the 2009 RTIP have been selected using the project selection procedures.

Attachment F

Amendment Approval Procedures

Amendment Approval Procedures – SCAG Executive Director Authority

The Regional Council hereby grants authority to SCAG's Executive Director to approve Regional Transportation Improvement Program (RTIP) amendments and associated conformity determination and to transmit to the state and federal agencies amendments to the most currently approved RTIP. These amendments must meet the following criteria:

- Changes that do not affect the regional emissions analysis.
- Changes that do not affect the timely implementation of the Transportation Control Measures.
- Changes that do not adversely impact financial constraint.
- Changes consistent with the adopted Regional Transportation Plan.

All other amendments must be approved by the Regional Council.